

FIG - 2

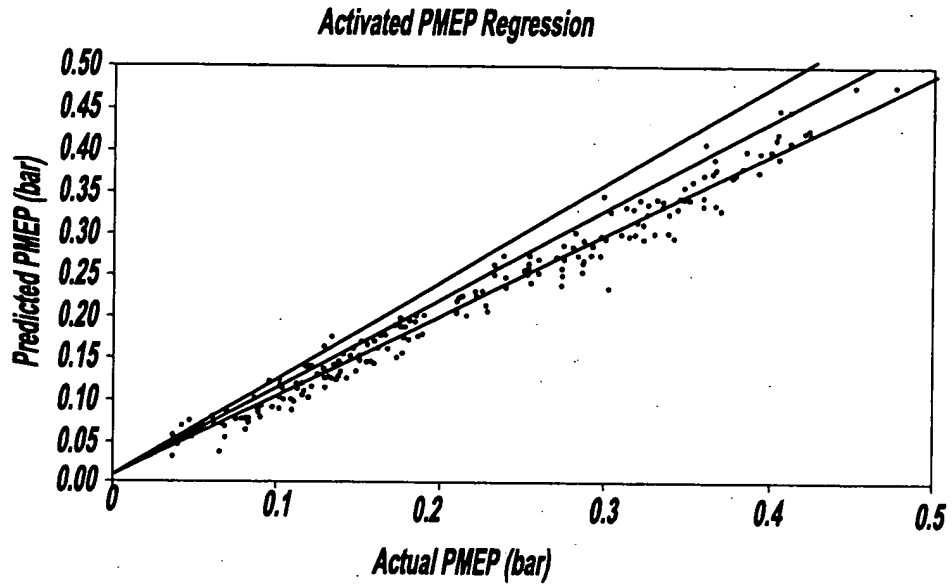


FIG - 3

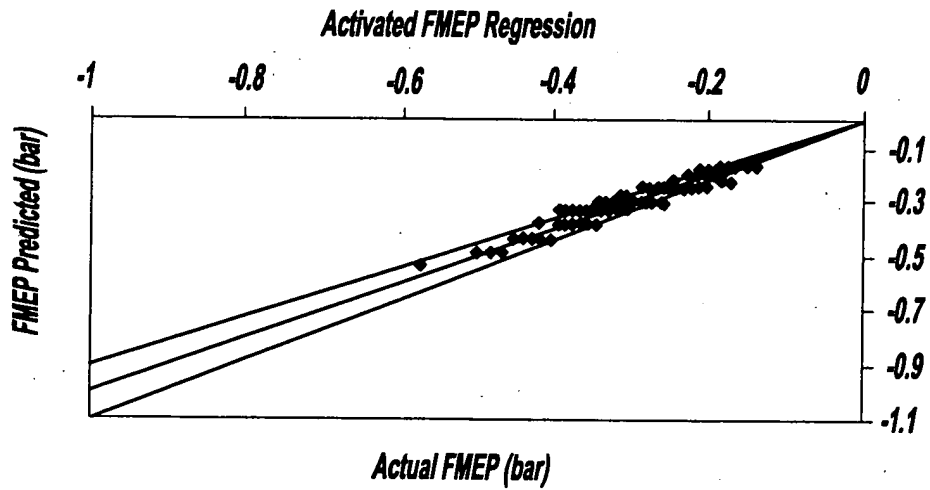


FIG - 4

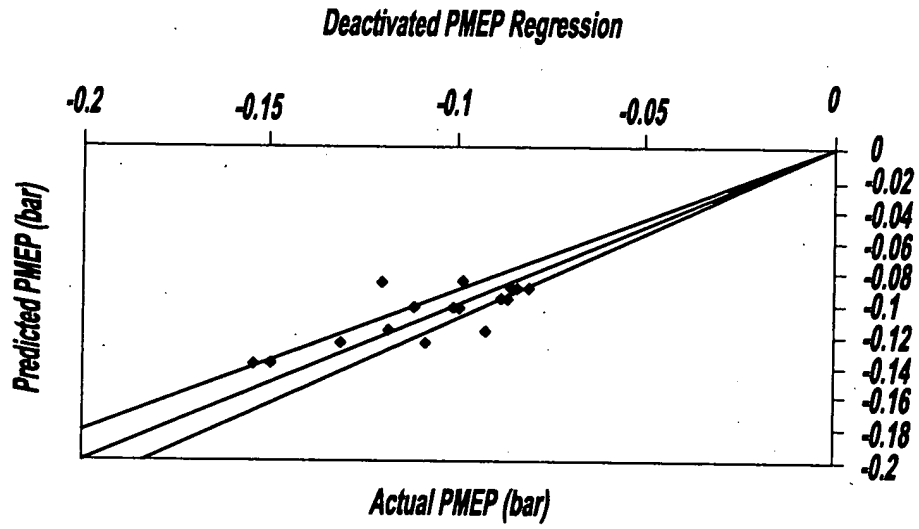


FIG - 5

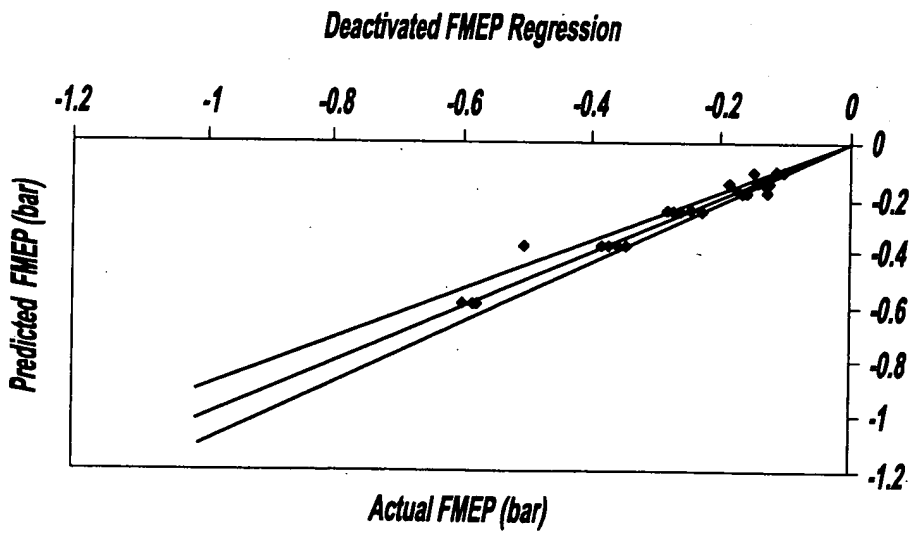


FIG - 6

Spark Retard Torque Reduction Regression

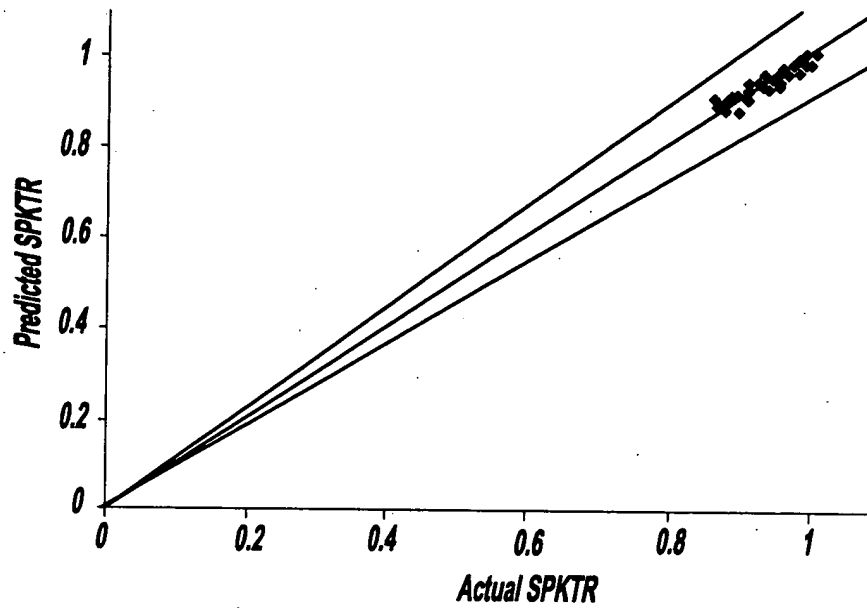


FIG - 7

m,FUEL REGRESSION

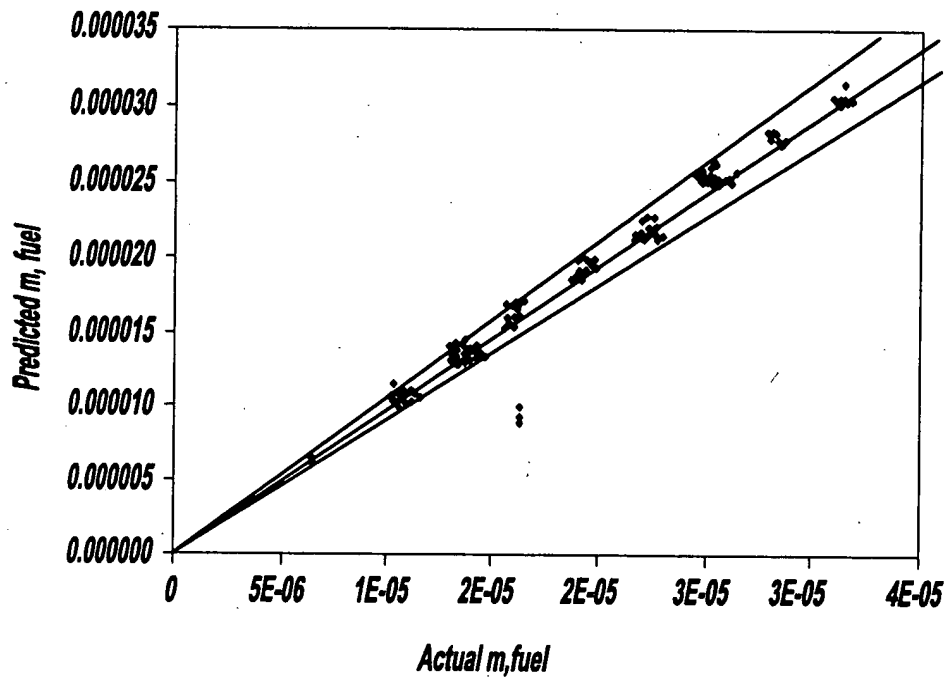


FIG - 8

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Cylinder air amount volume

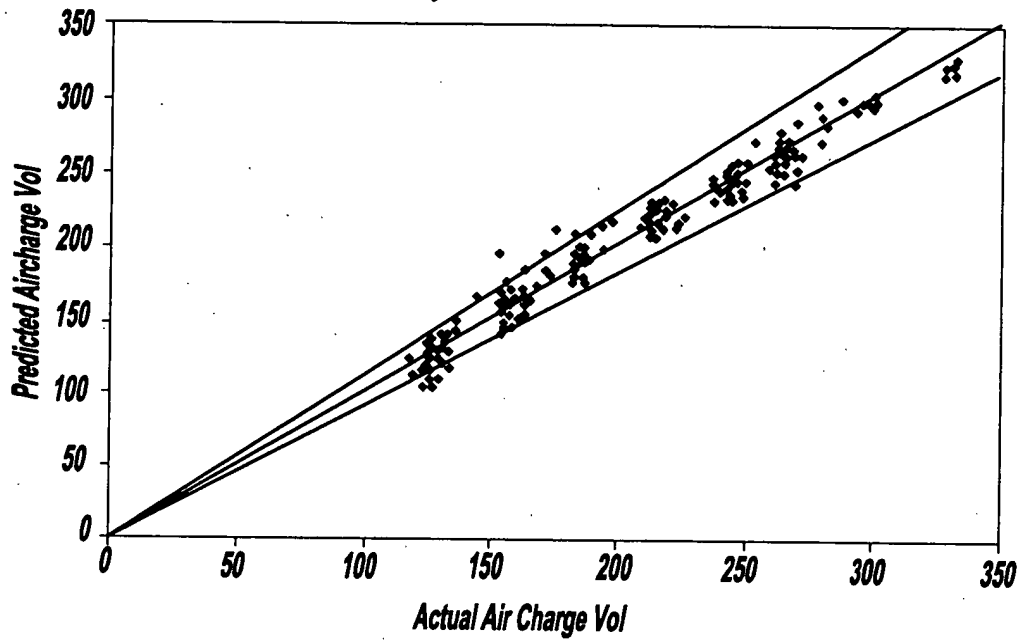


FIG - 9

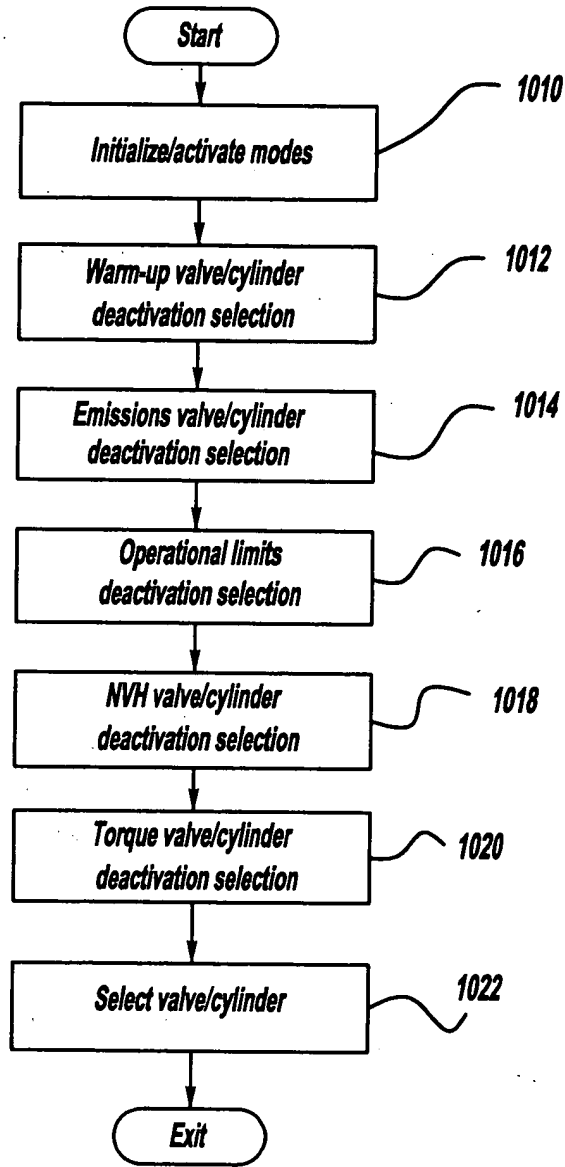


FIG - 10

COLUMN 0 COLUMN 3

| | | | | | |
|-----------|------|------|------|------|-------|
| V2 | 1 | 1 | 1 | 1 | ROW 3 |
| 12-STROKE | 1 | 1 | 1 | 1 | |
| V4 | 1 | 1 | 1 | 1 | |
| V8 | 1 | 1 | 1 | 1 | ROW 0 |
| | DIDE | DIAE | AIDE | AIAE | |

— DECREASING TORQUE —>

FIG - 11

COLUMN 0 COLUMN 3

| | | | | | |
|-----------|------|------|------|------|-------|
| V2 | 0 | 0 | 0 | 0 | ROW 3 |
| 12-STROKE | 0 | 0 | 0 | 0 | |
| V4 | 1 | 1 | 0 | 0 | |
| V8 | 1 | 1 | 1 | 1 | ROW 0 |
| | DIDE | DIAE | AIDE | AIAE | |

— DECREASING TORQUE —>

FIG - 12

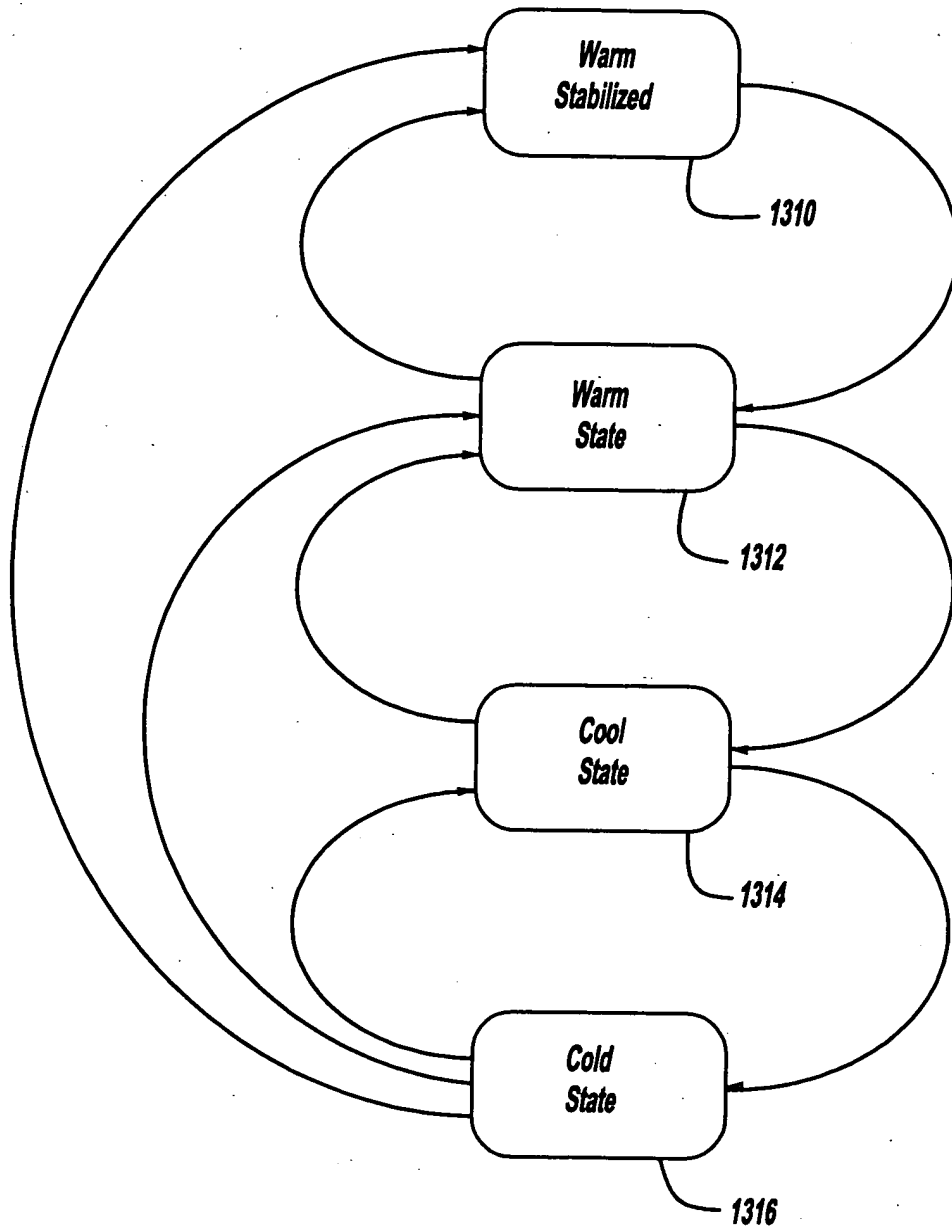


FIG - 13

FIG - 14

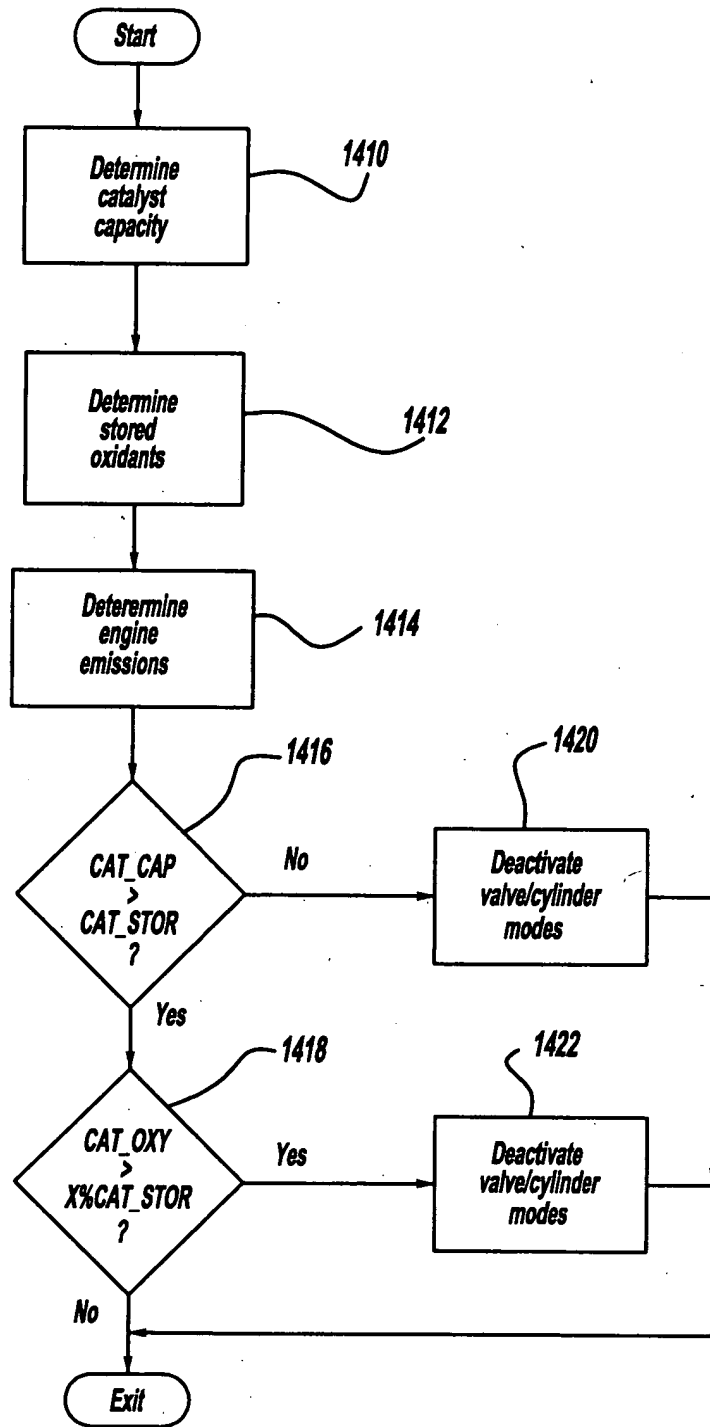
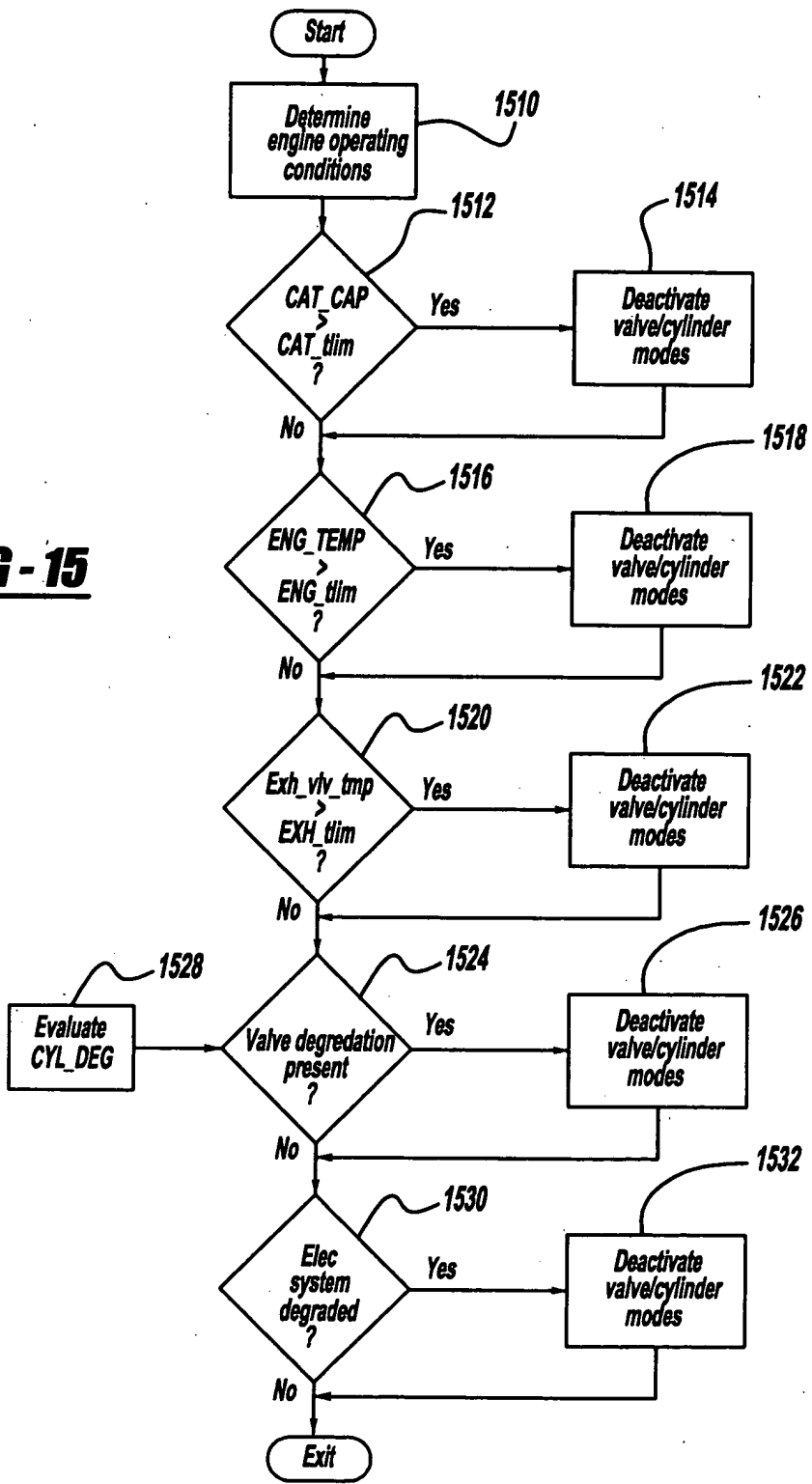


FIG - 15



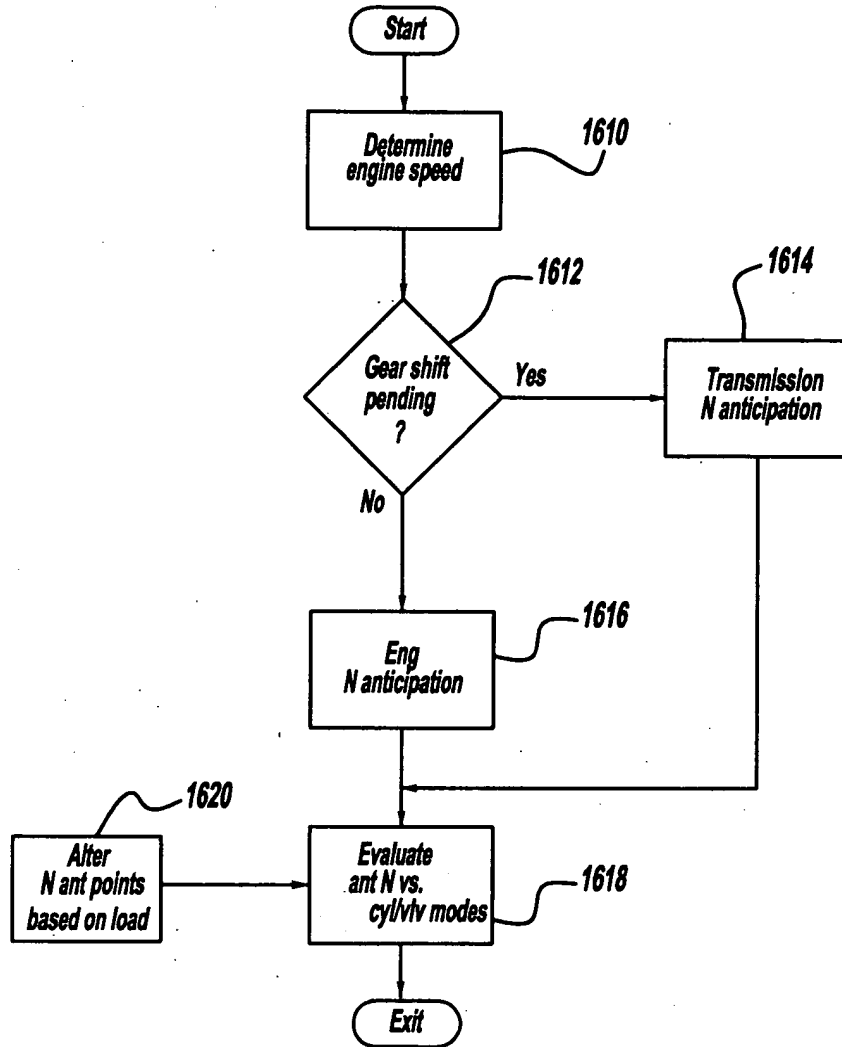


FIG - 16

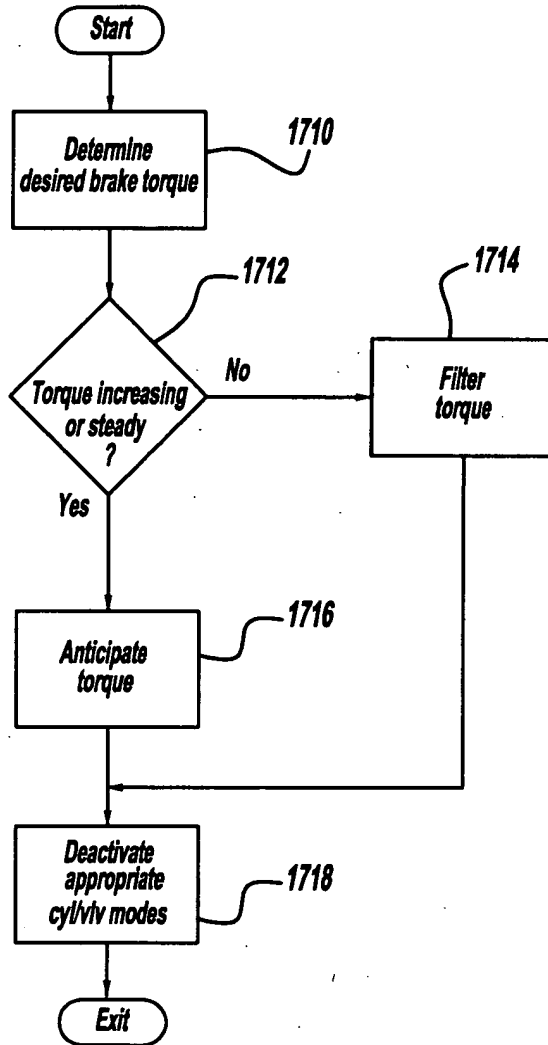


FIG - 17

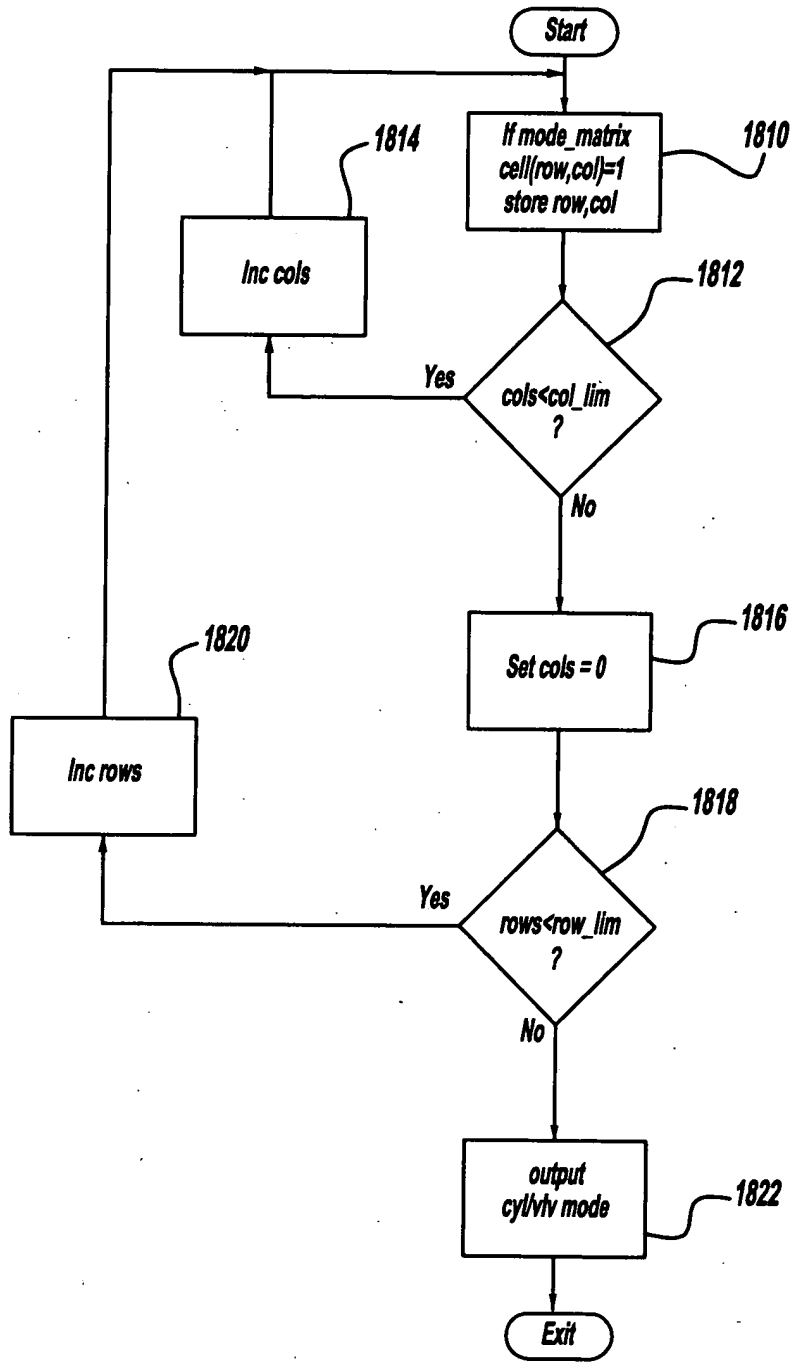


FIG - 18

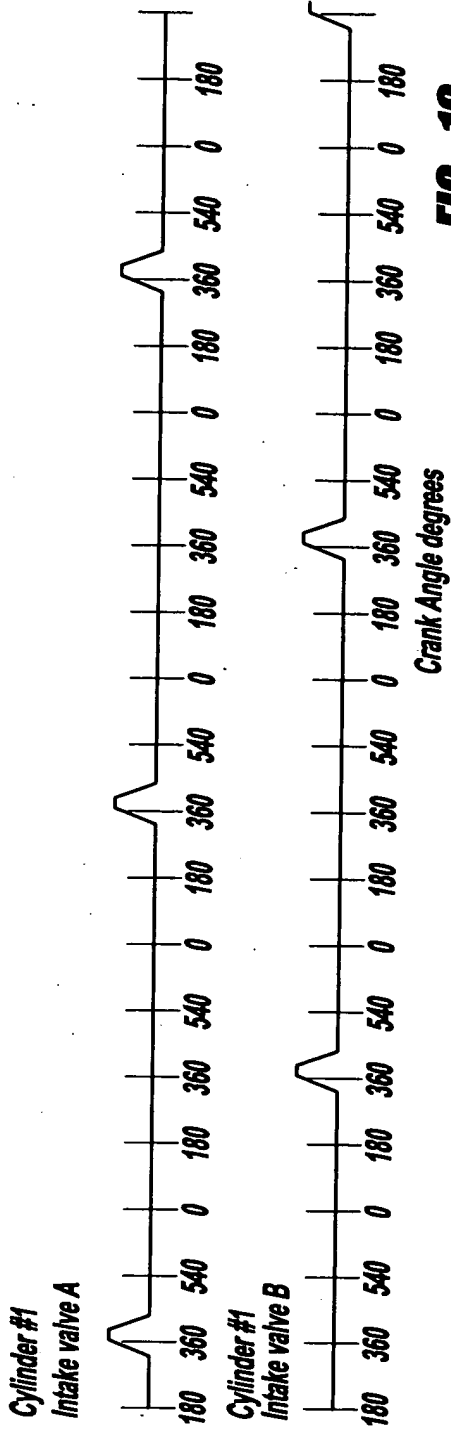


FIG - 19

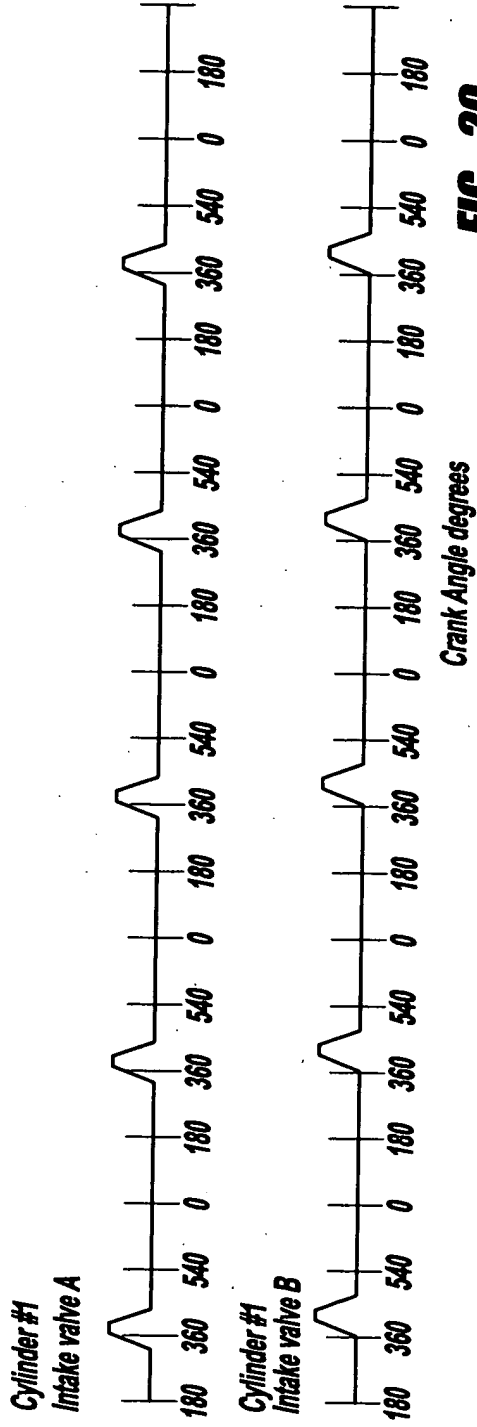


FIG - 20

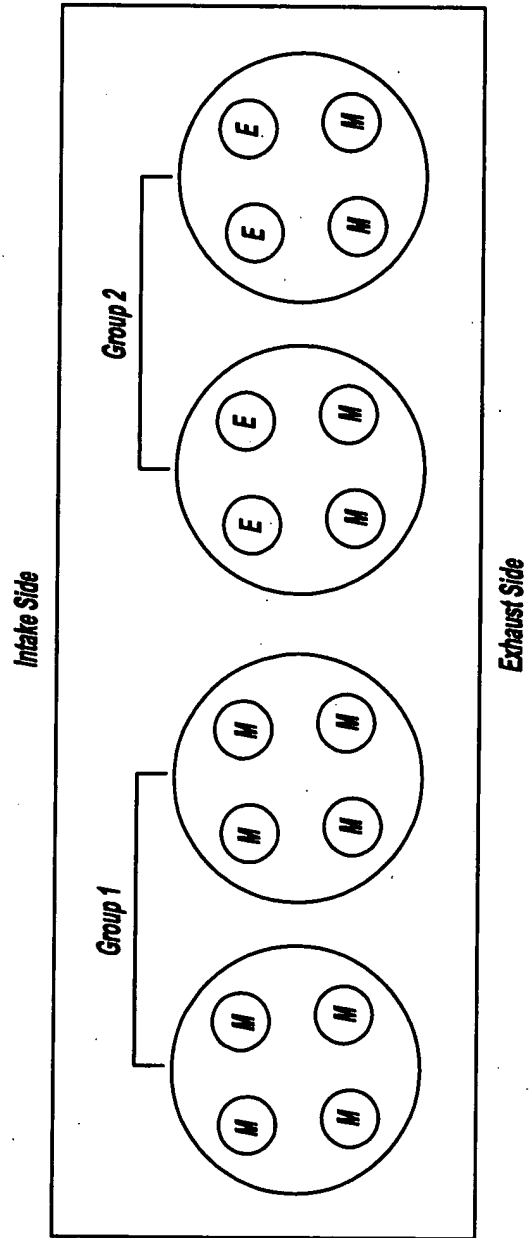


FIG - 21

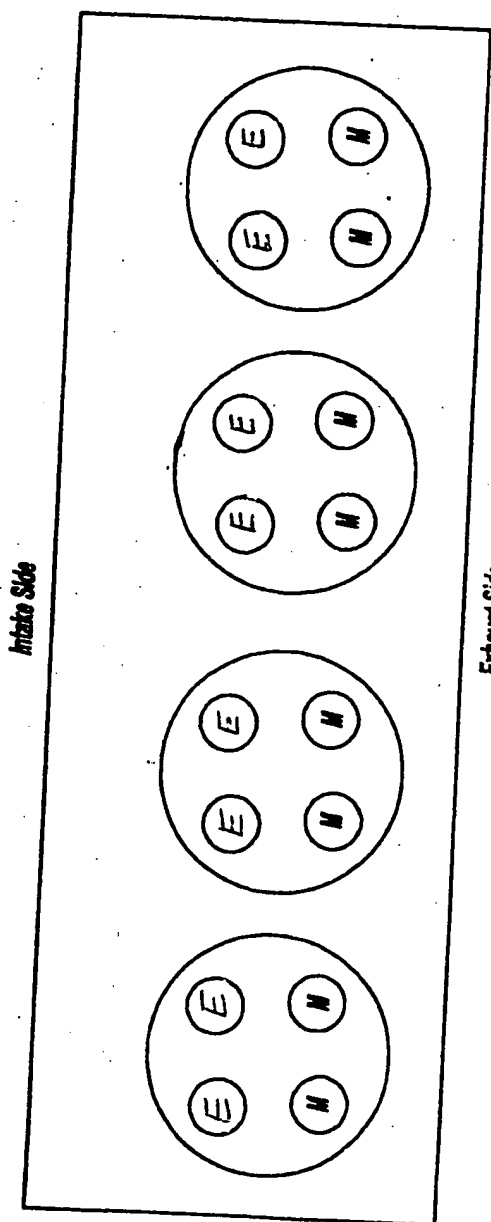


FIG - 21A

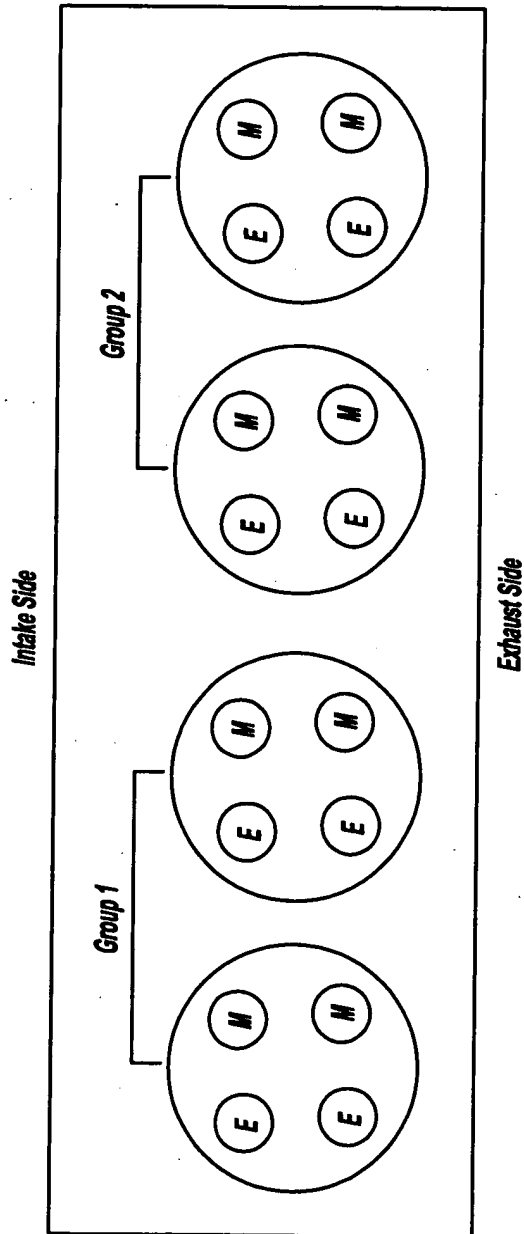


FIG - 22

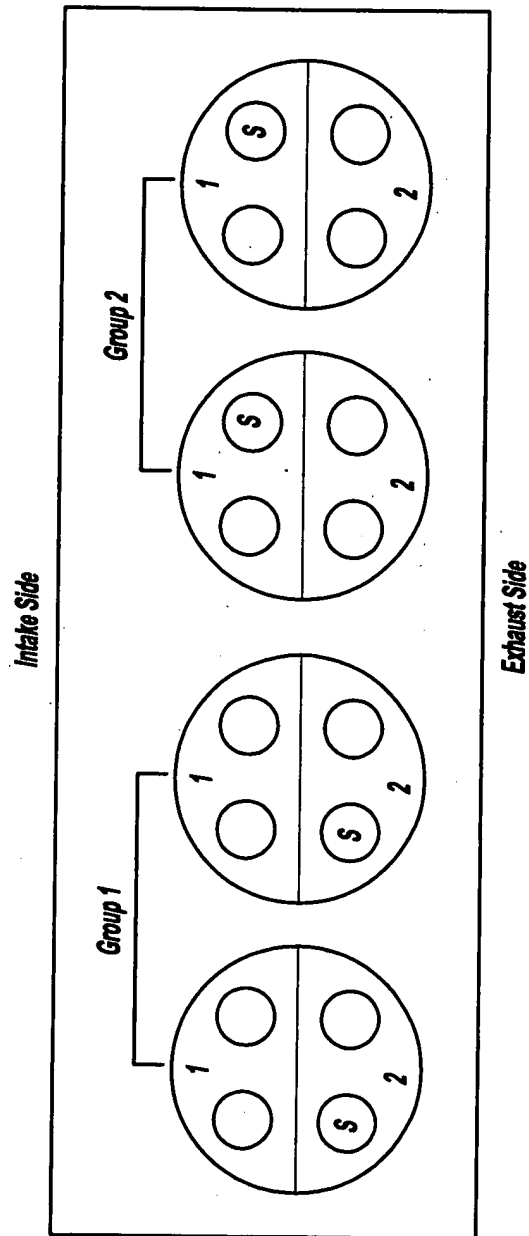


FIG - 23

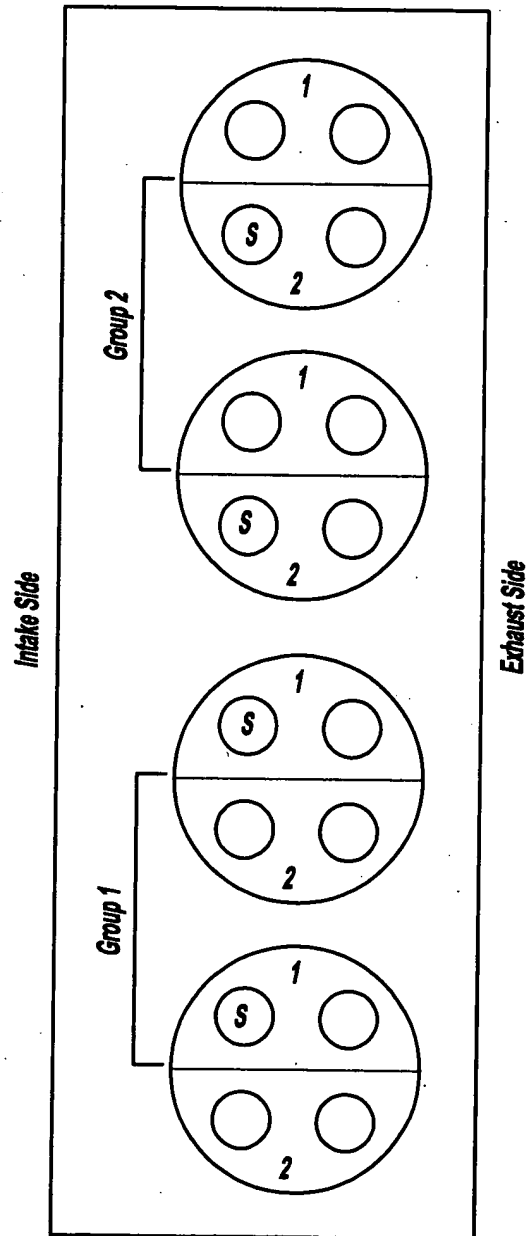


FIG - 24

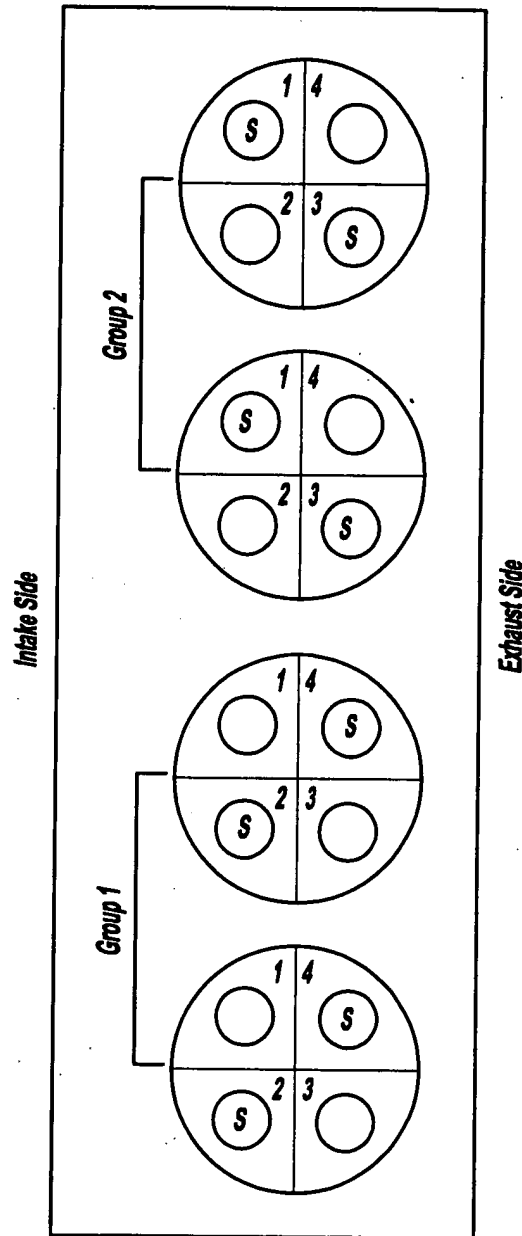


FIG - 25

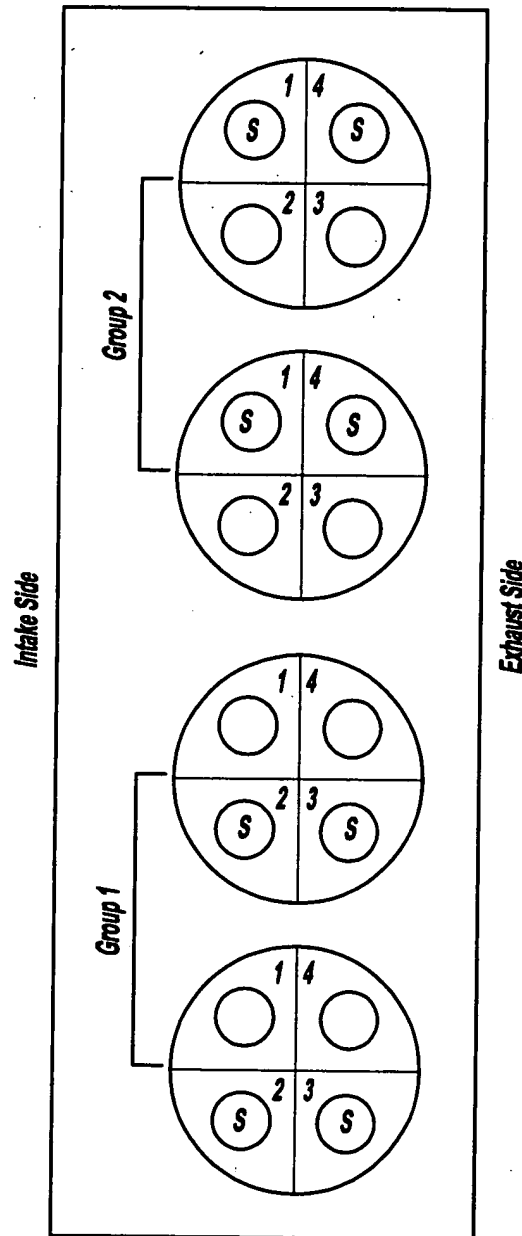


FIG - 26

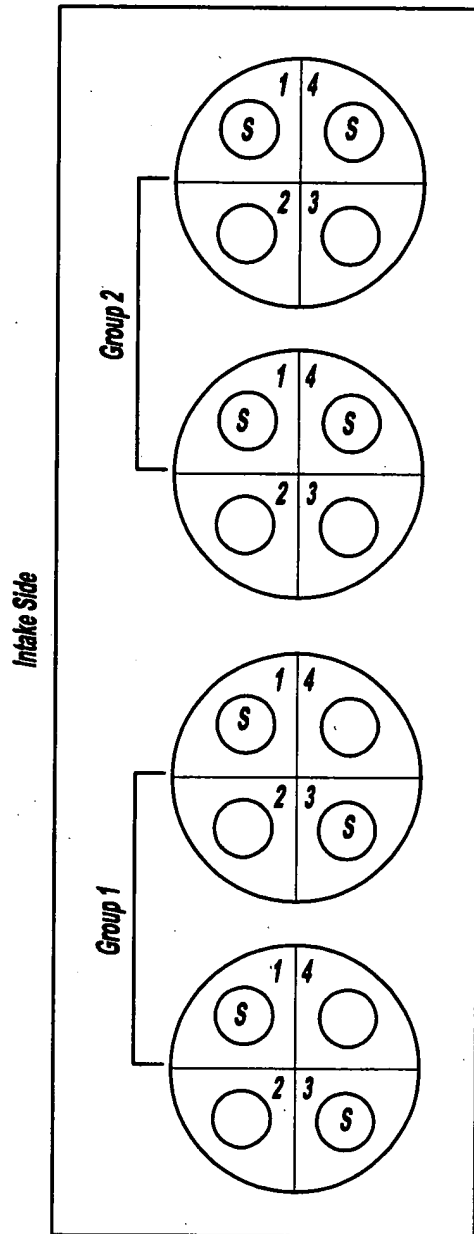


FIG - 27

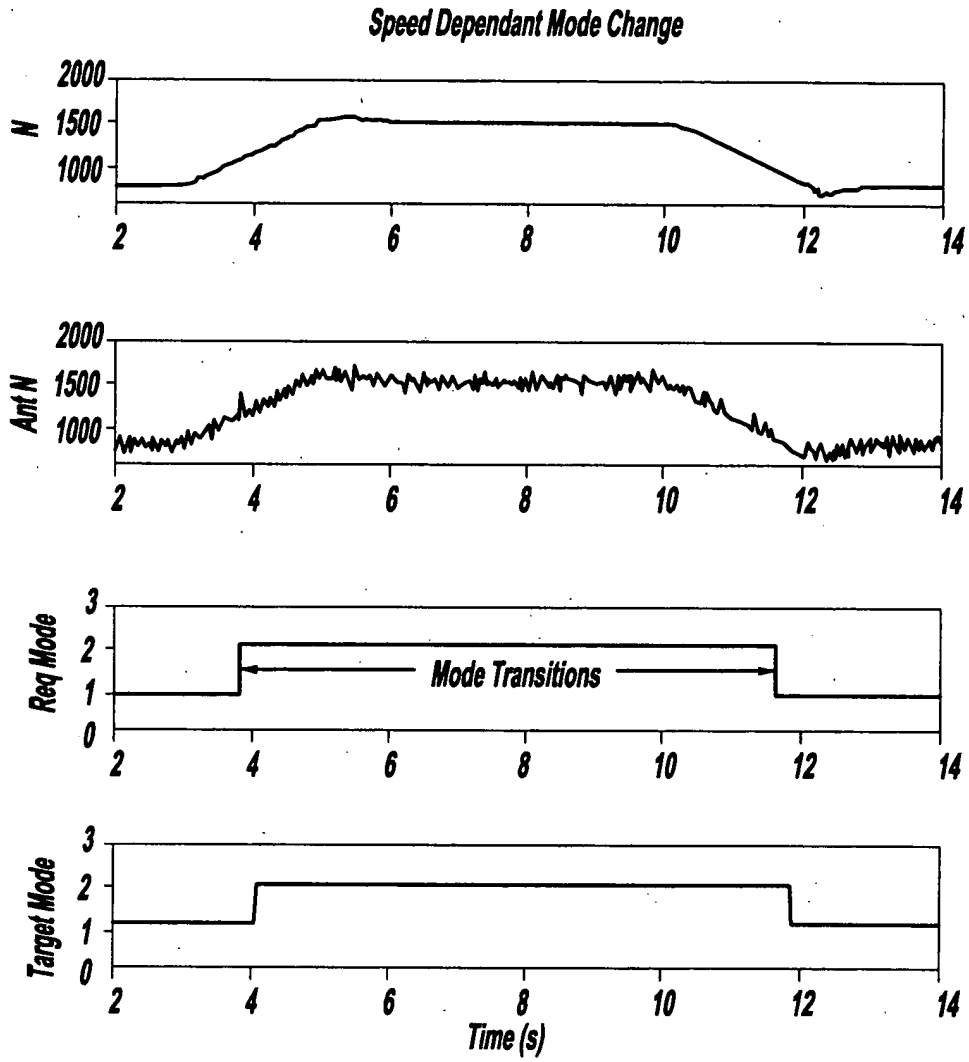


FIG - 28

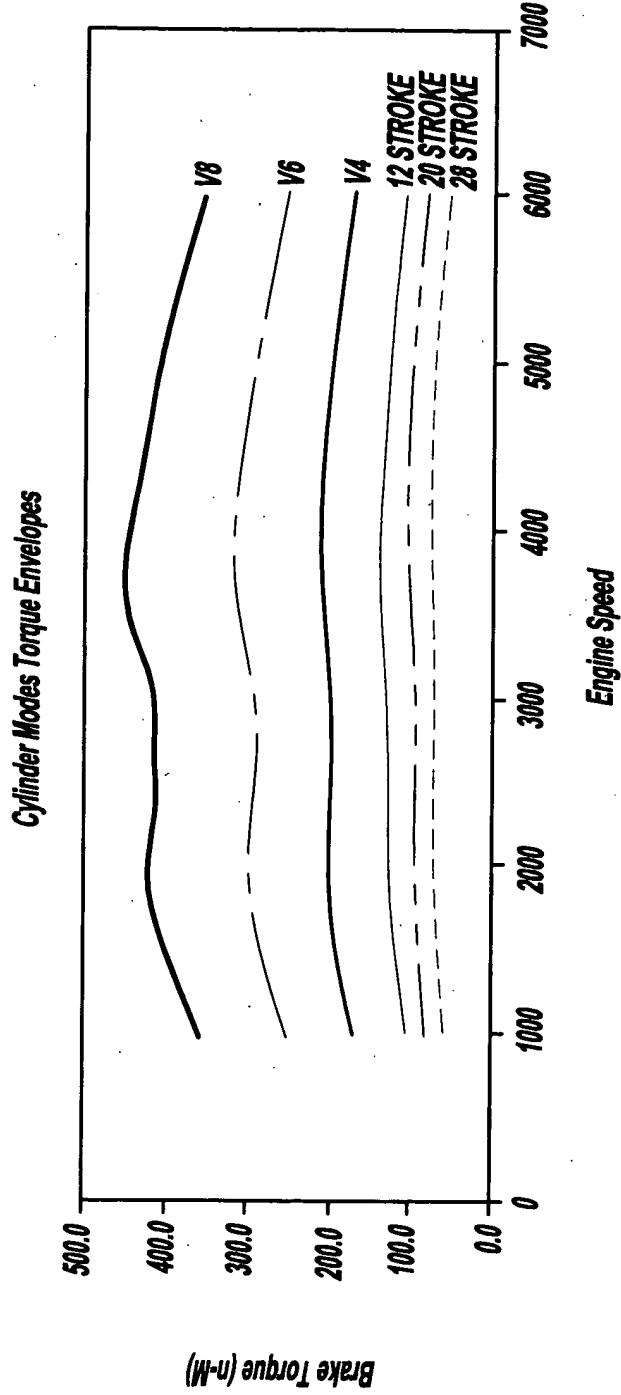


FIG - 29

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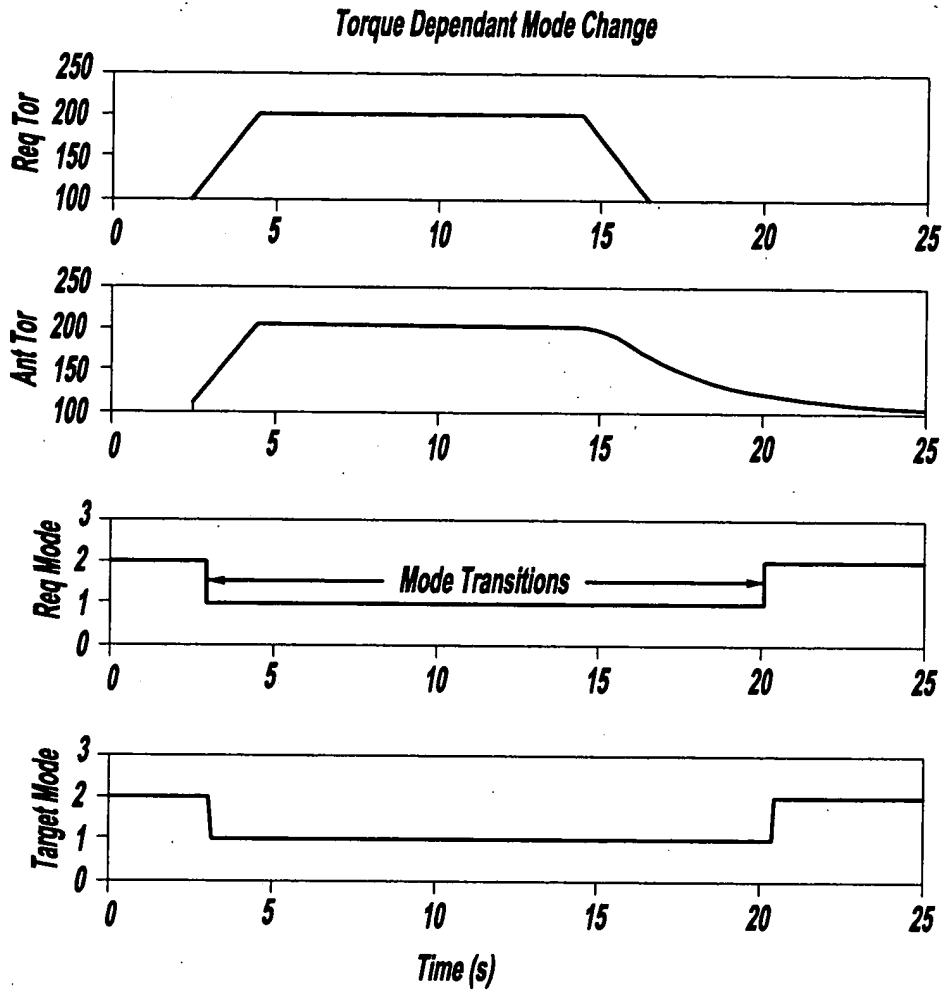


FIG - 30

Speed and Torque Dependant Mode Changes

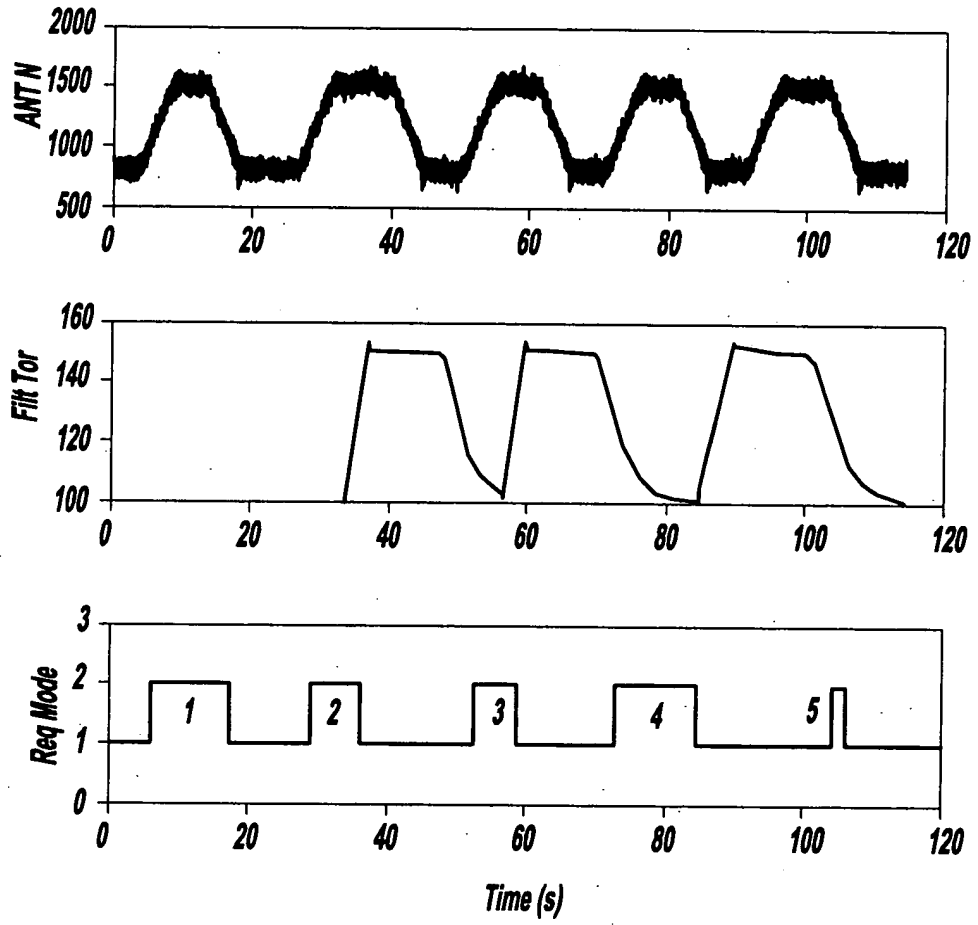
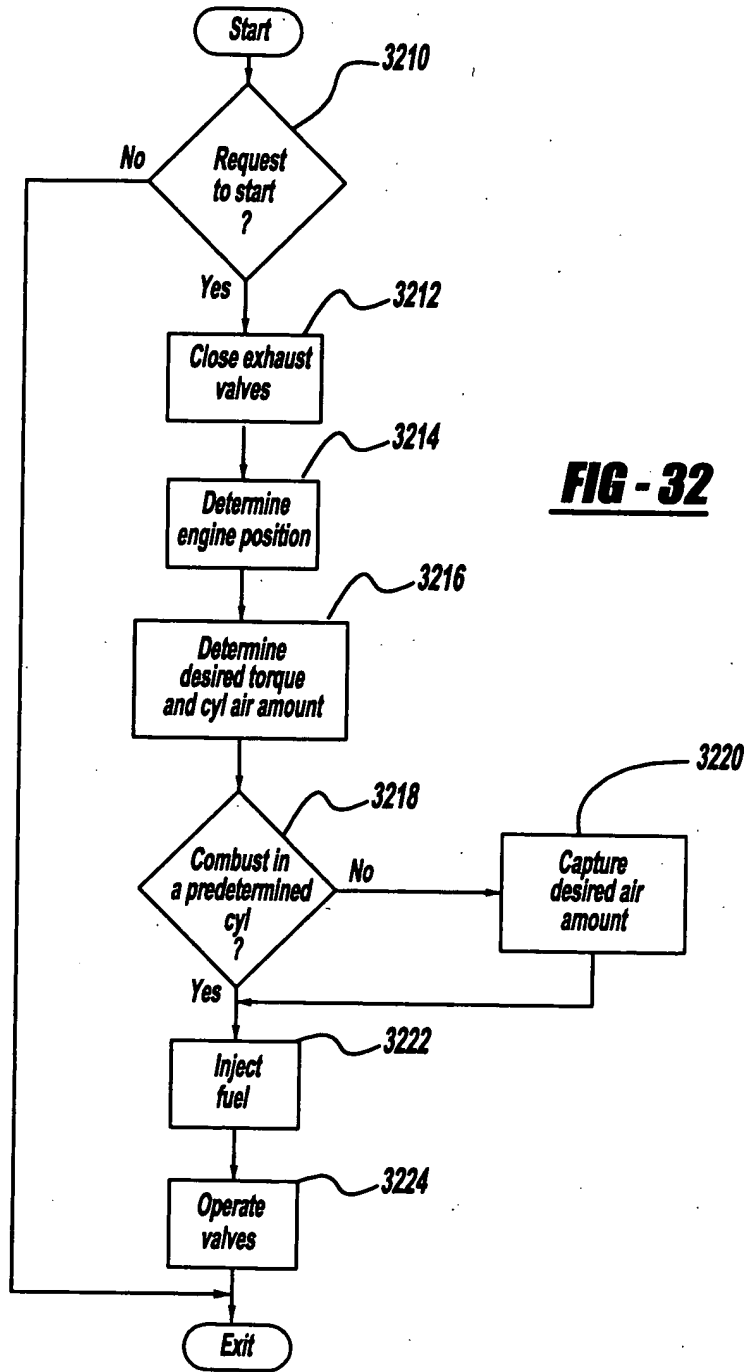


FIG - 31



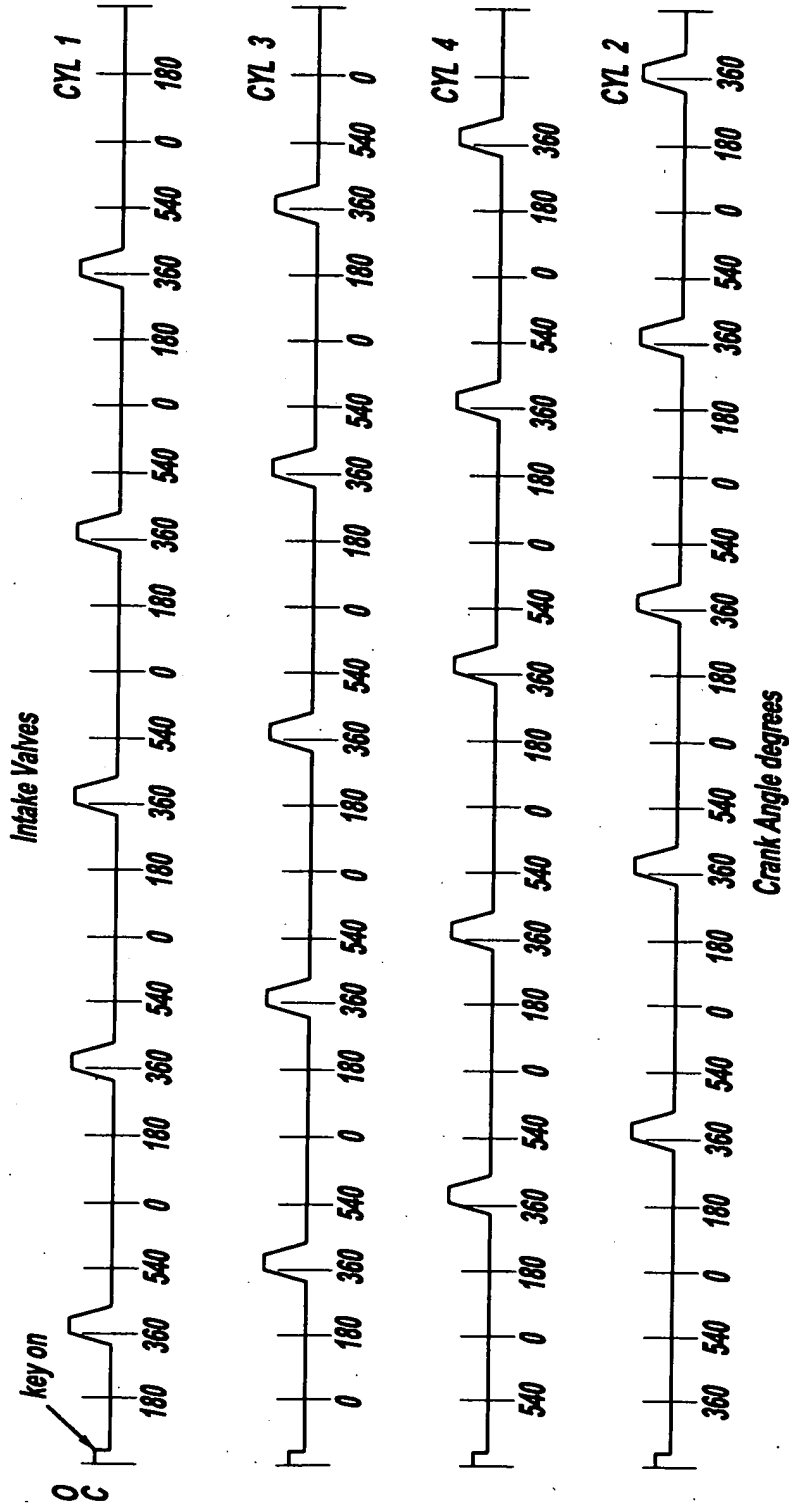


FIG - 33a

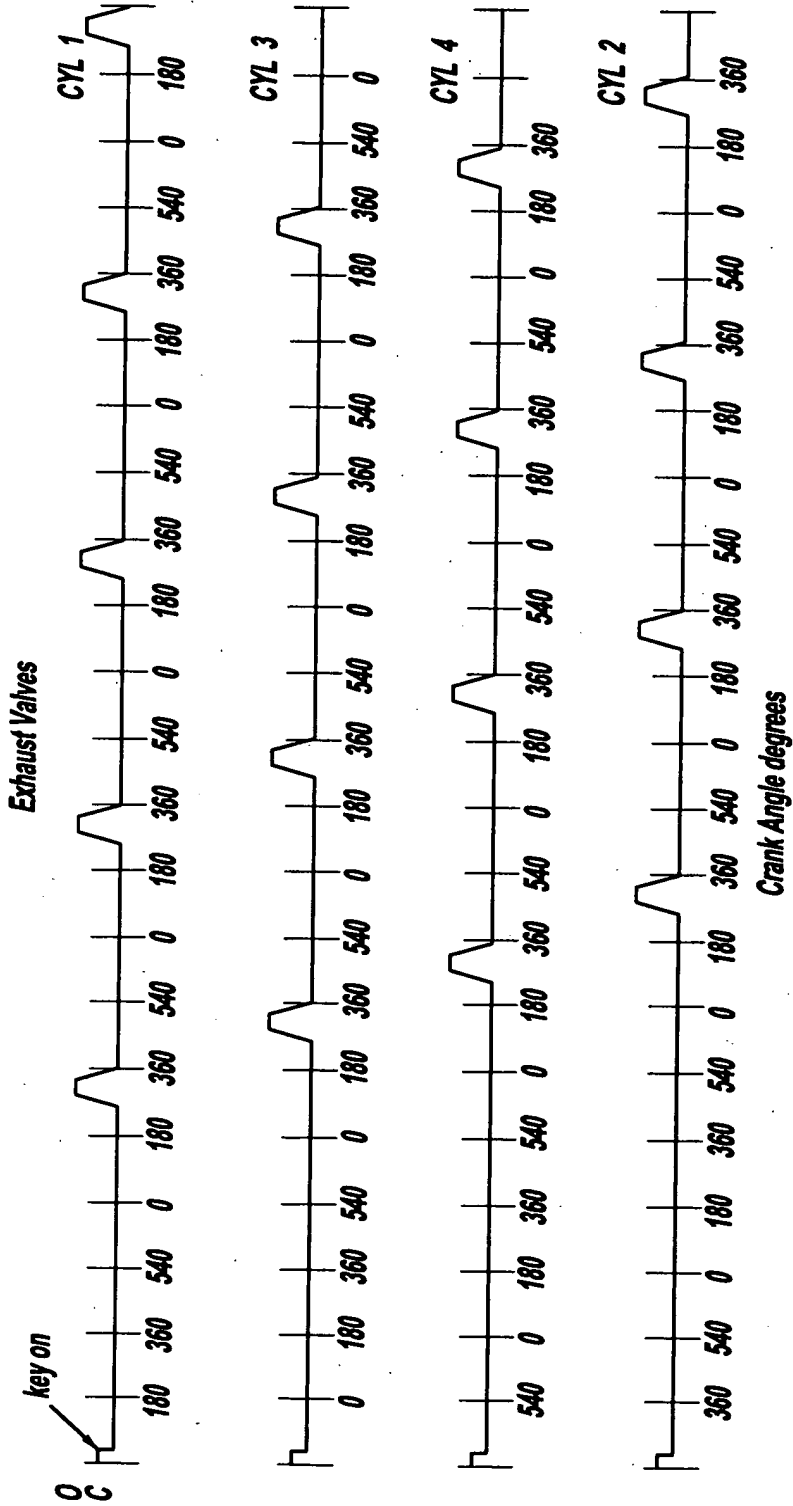


FIG - 33b

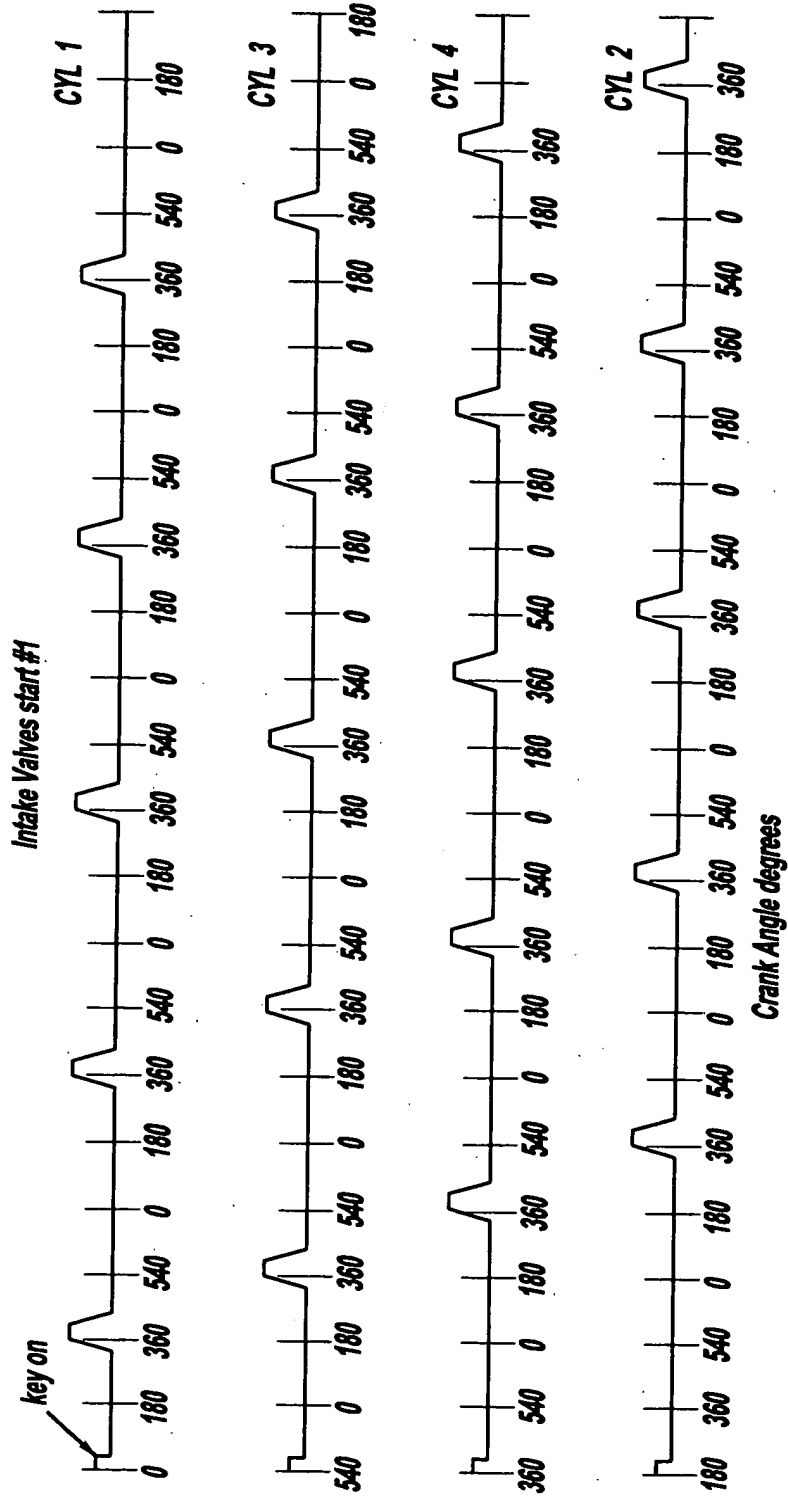


FIG - 34a

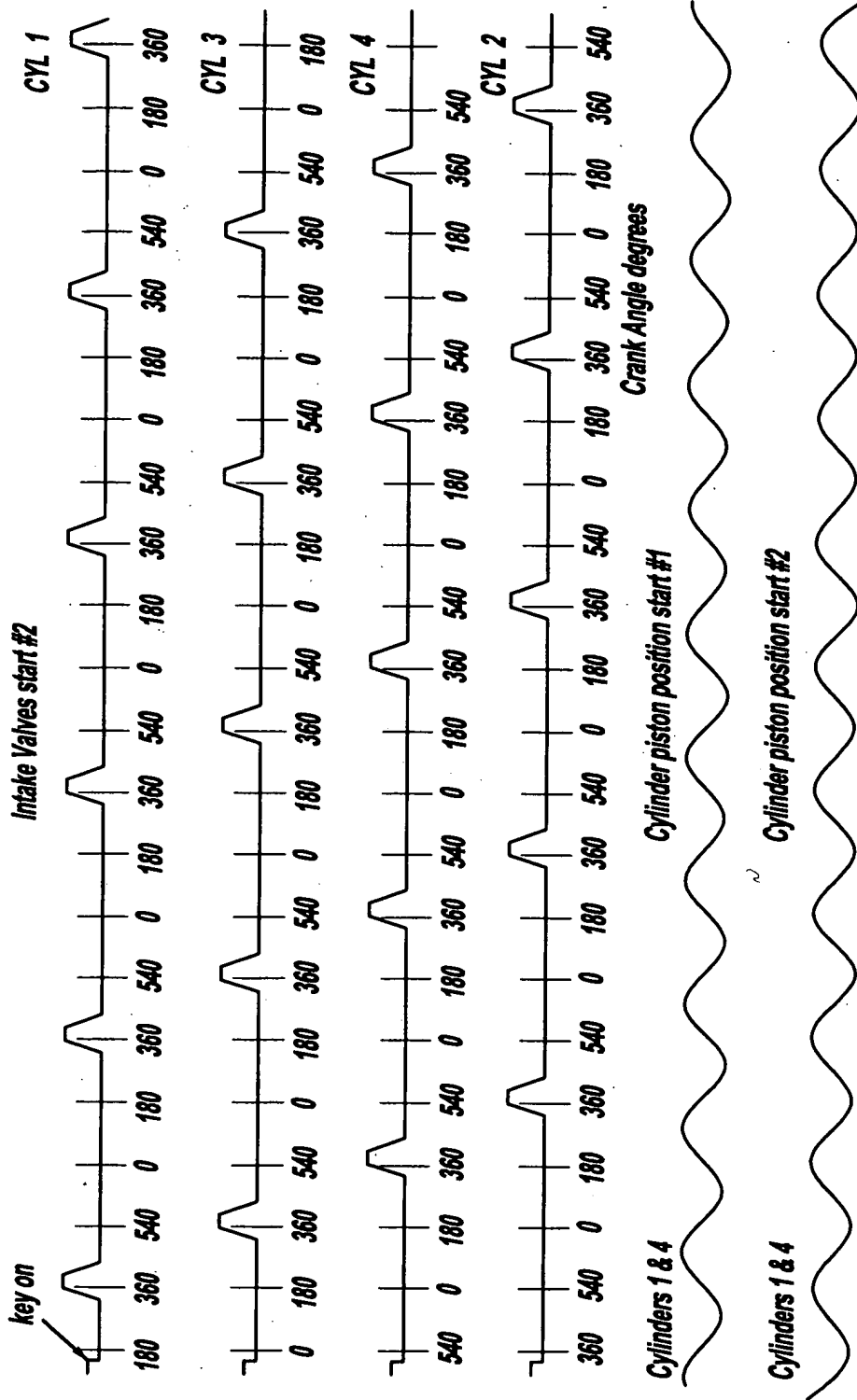


FIG - 34b

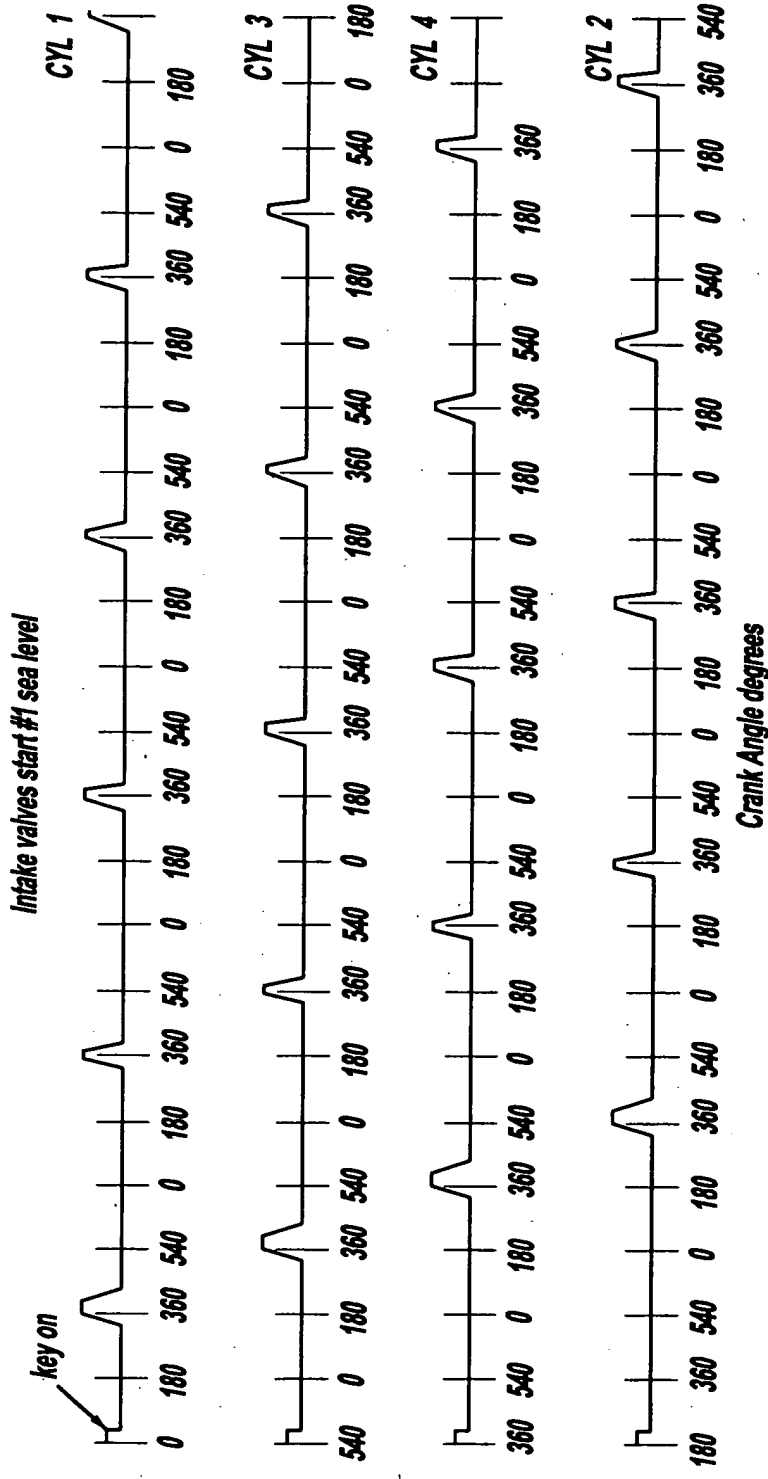


FIG - 35a

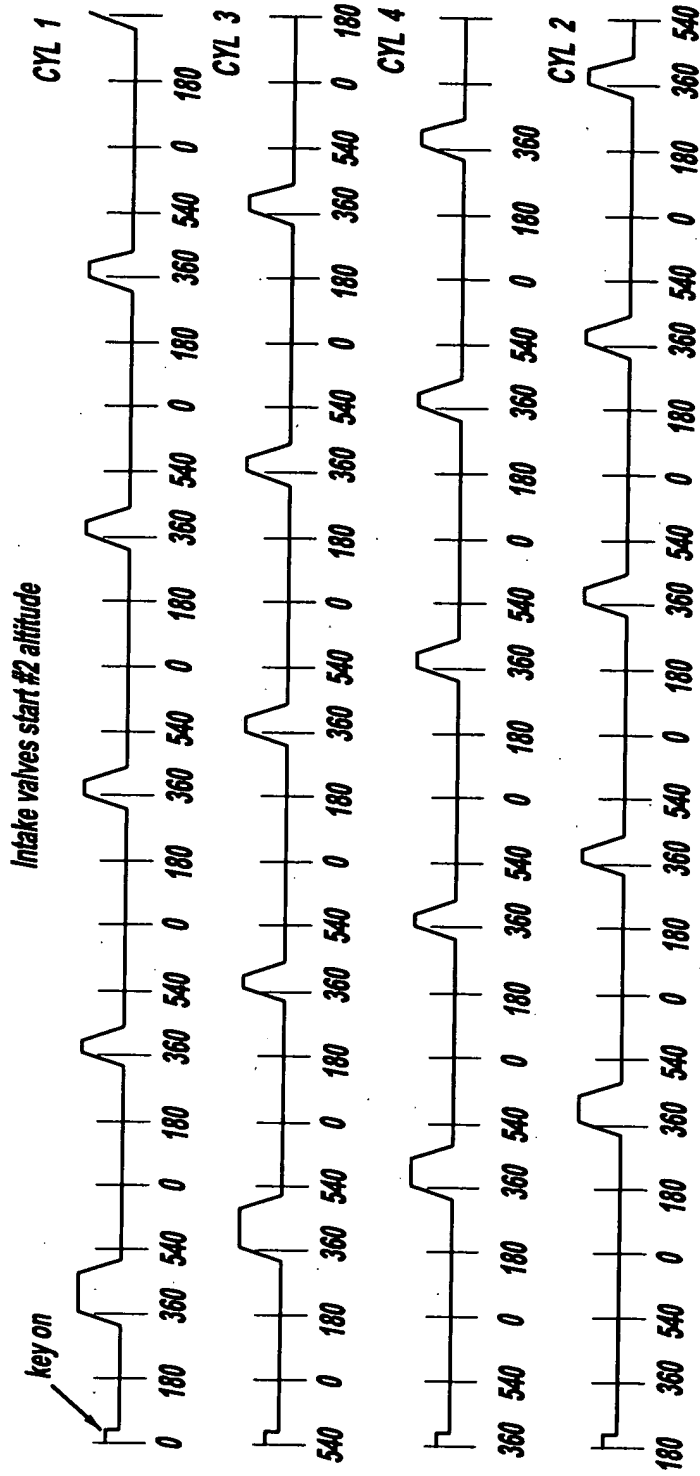


FIG - 35b

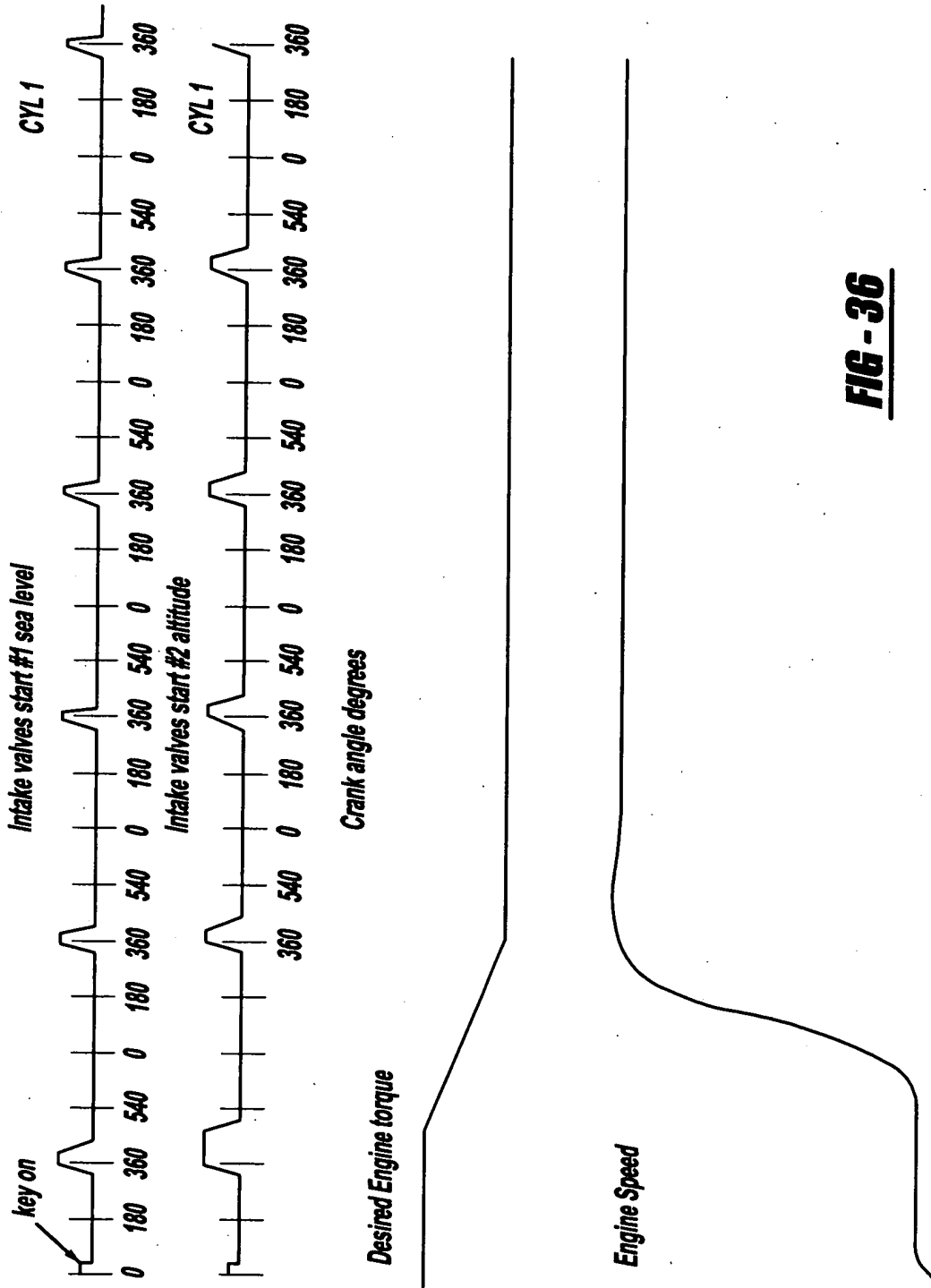


FIG - 36

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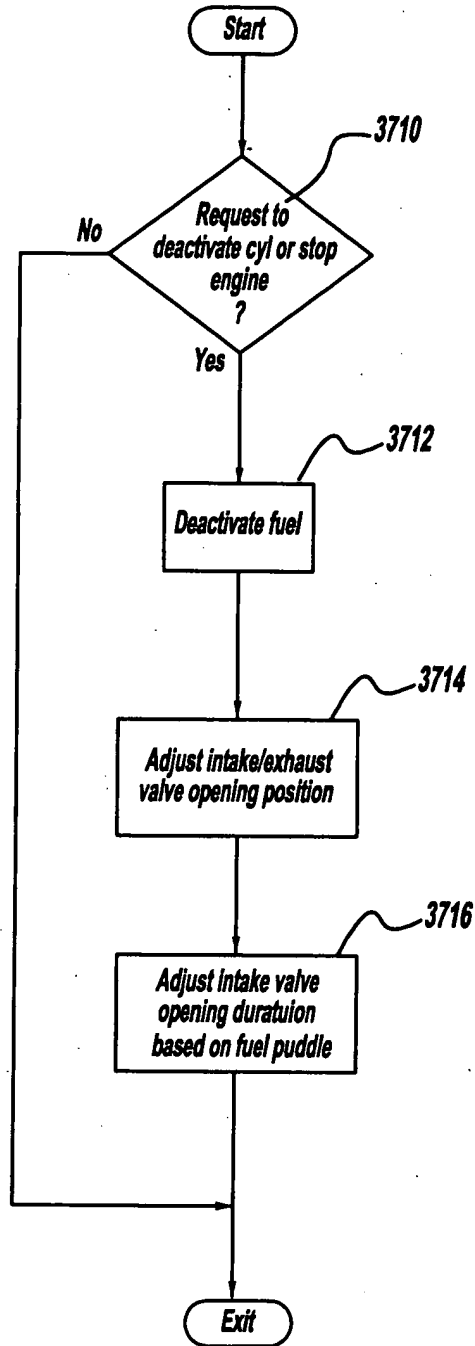


FIG - 37

Intake valve timing during engine shut down

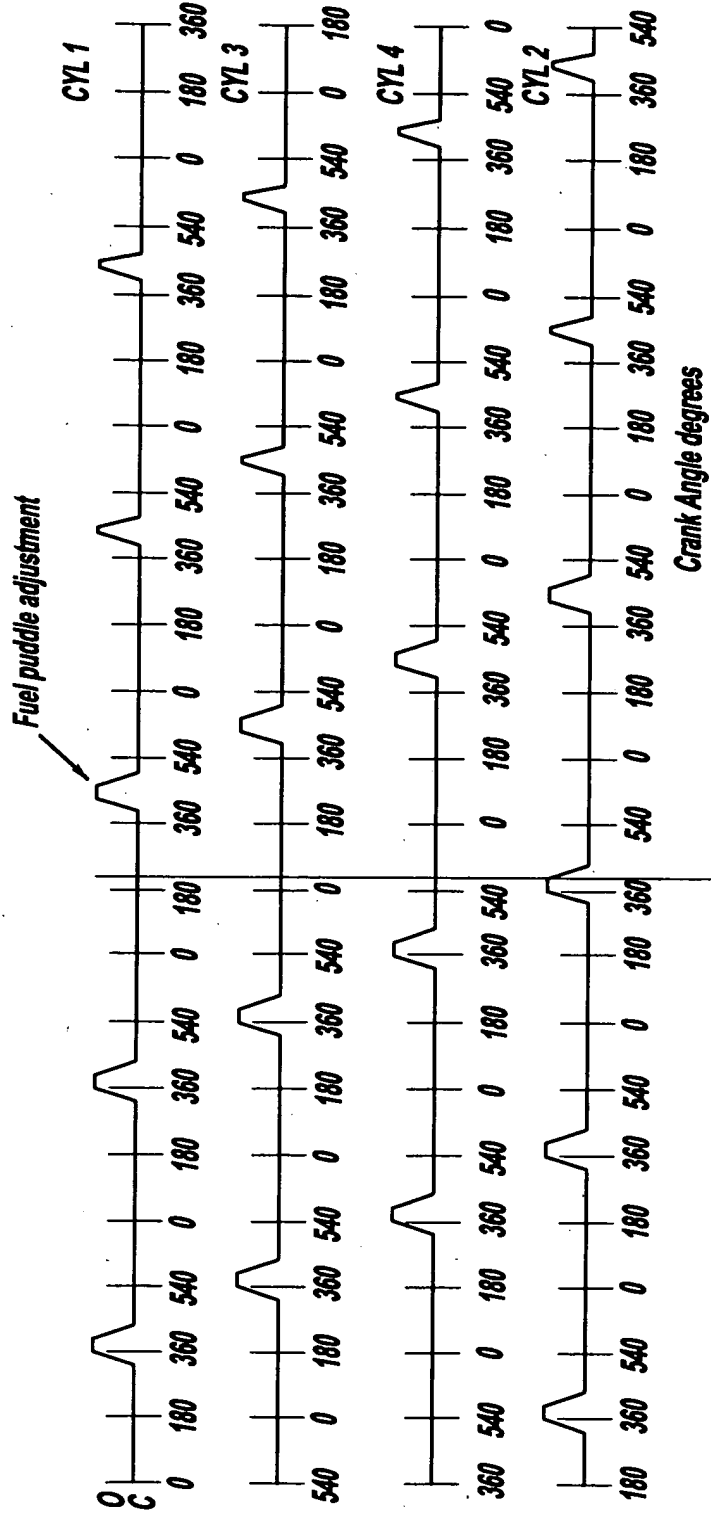


FIG - 38

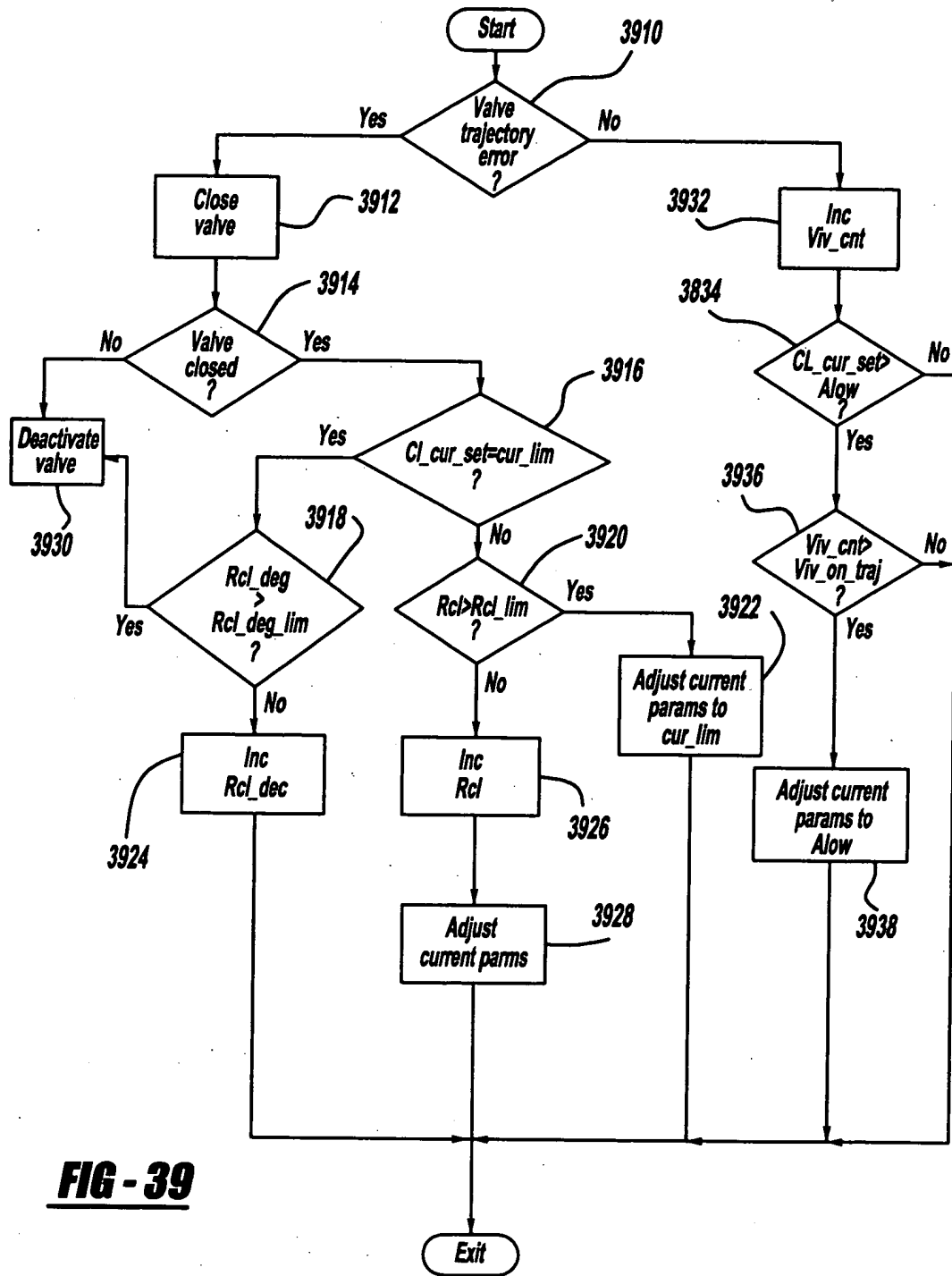


FIG - 39

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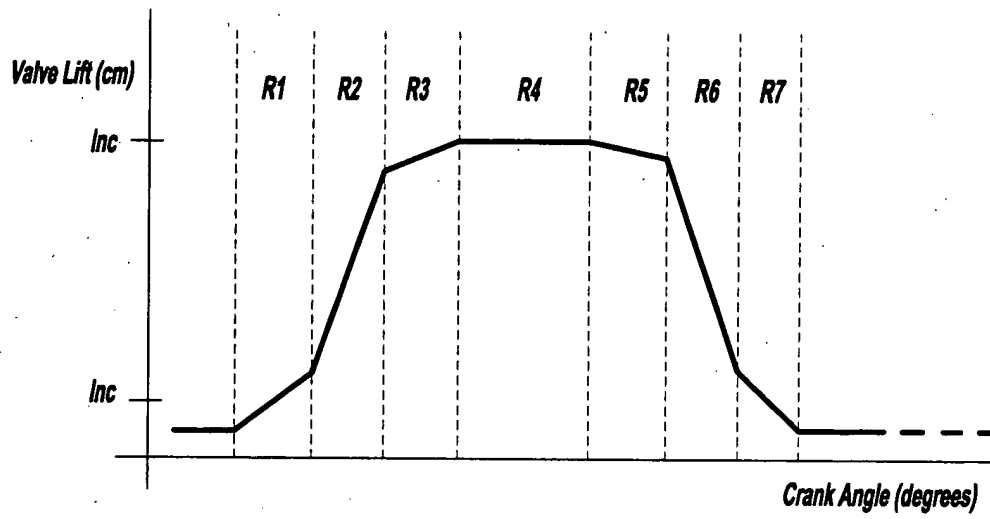


FIG - 40

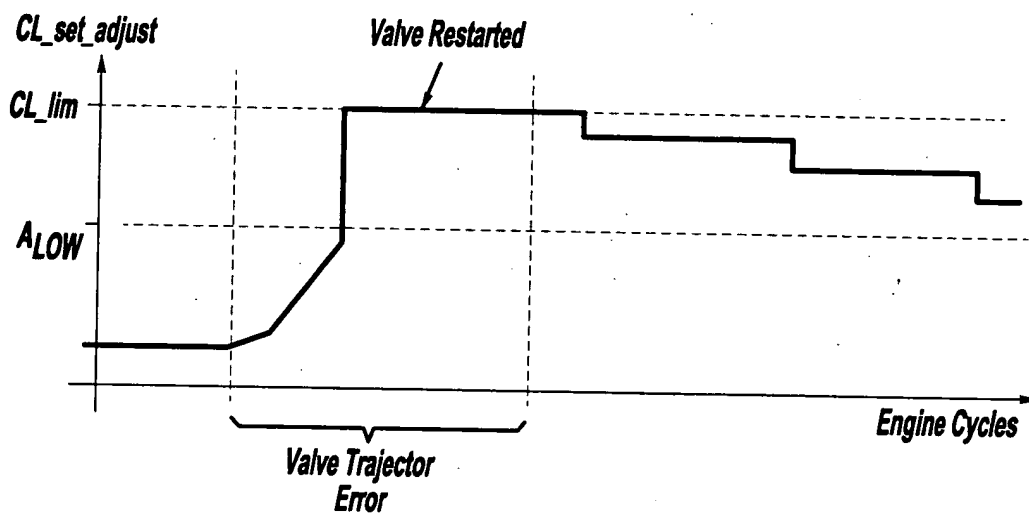


FIG - 41

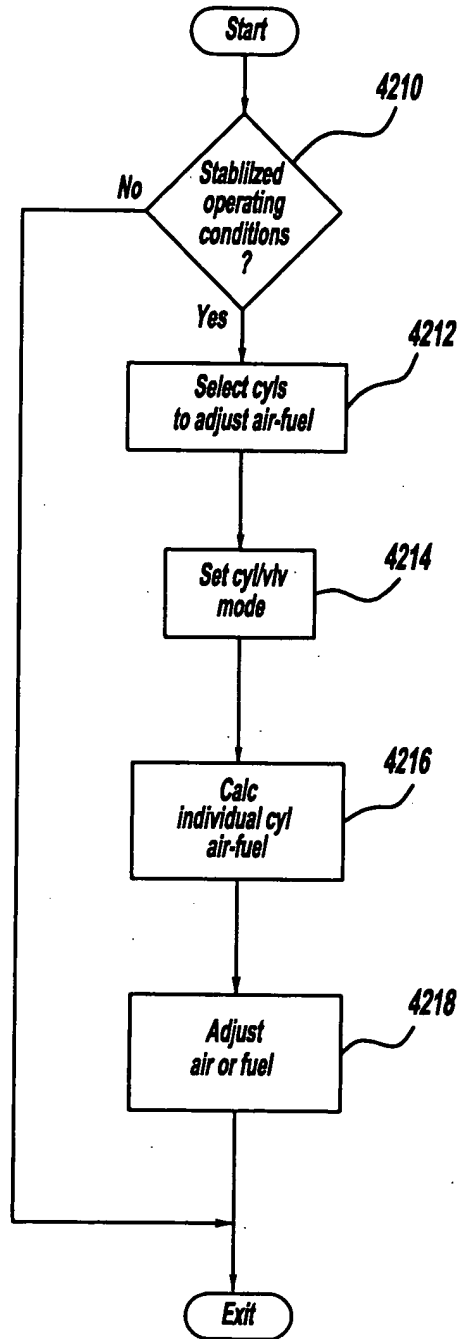


FIG - 42

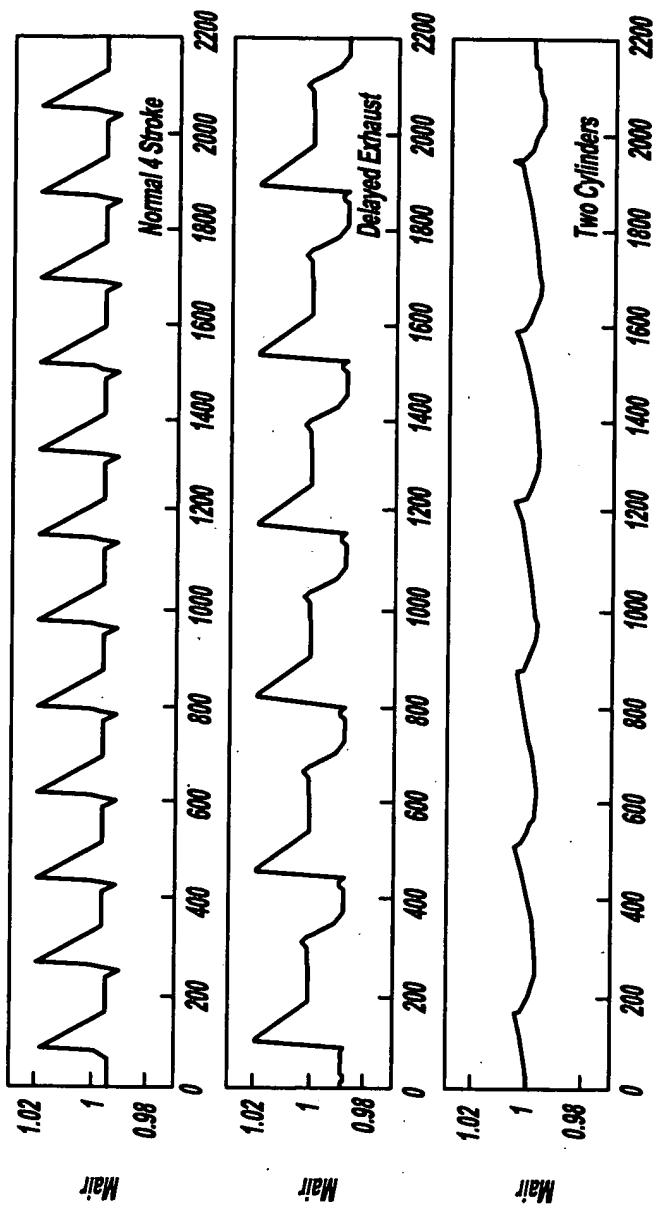


FIG - 43

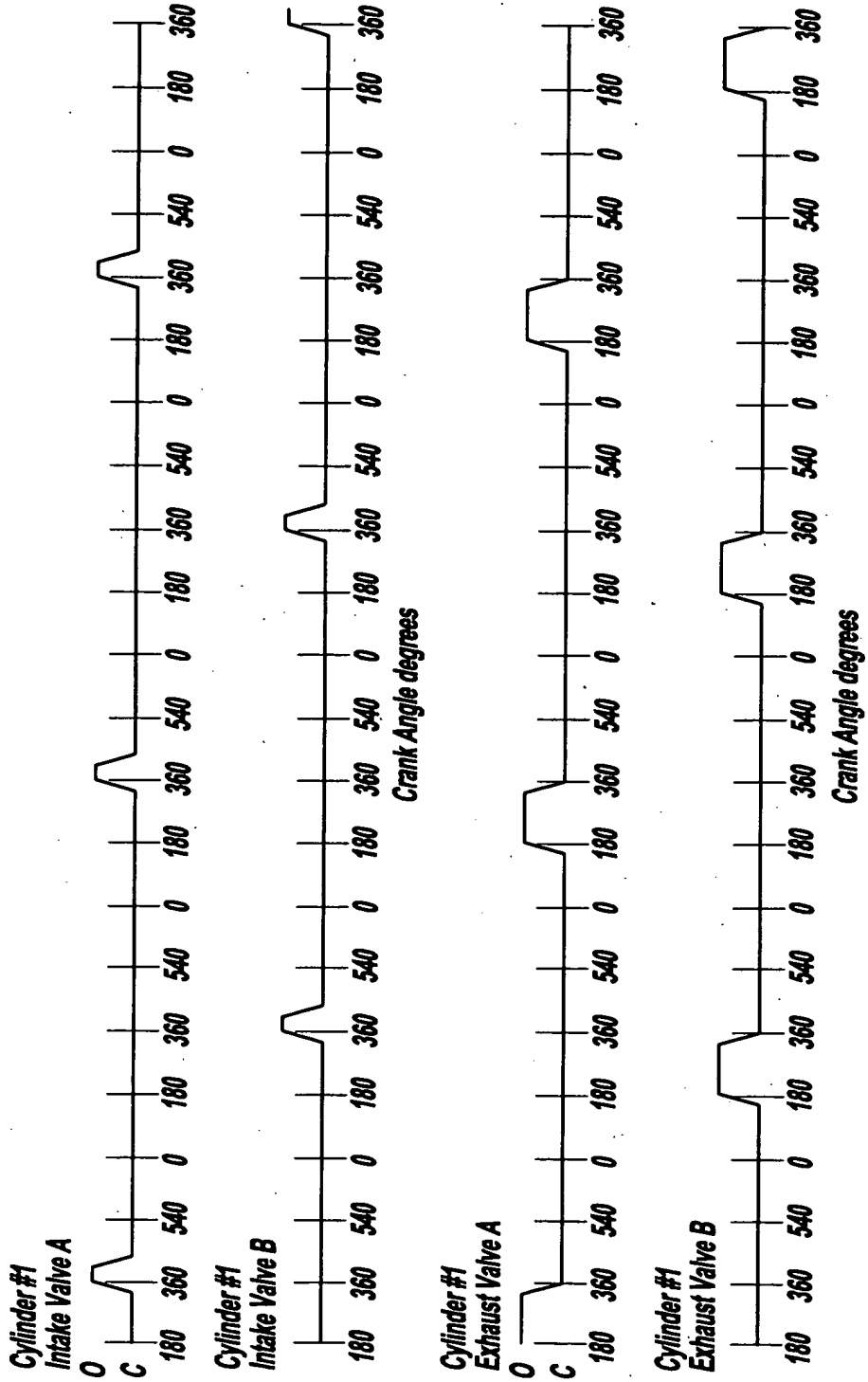


FIG - 45

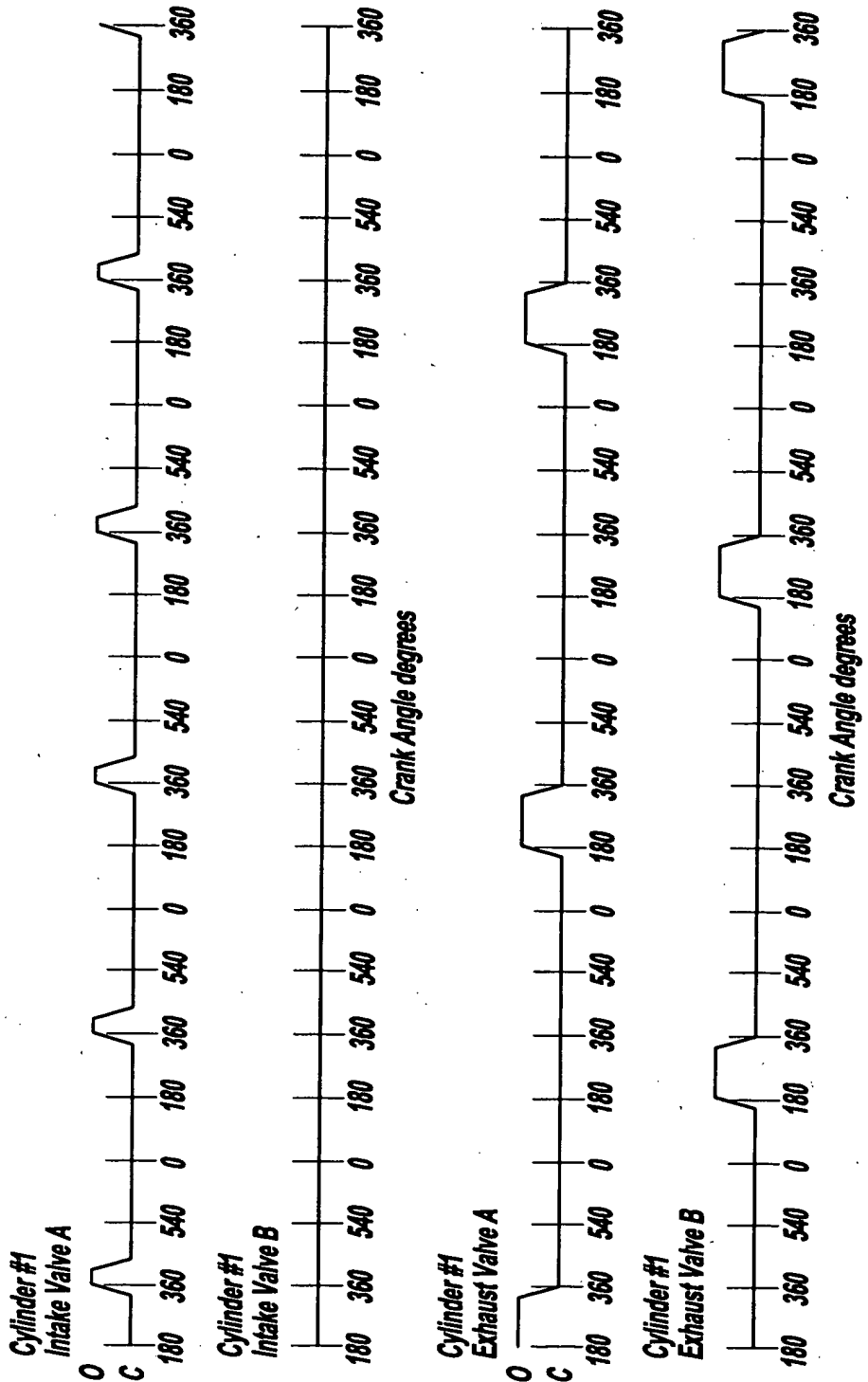


FIG - 46

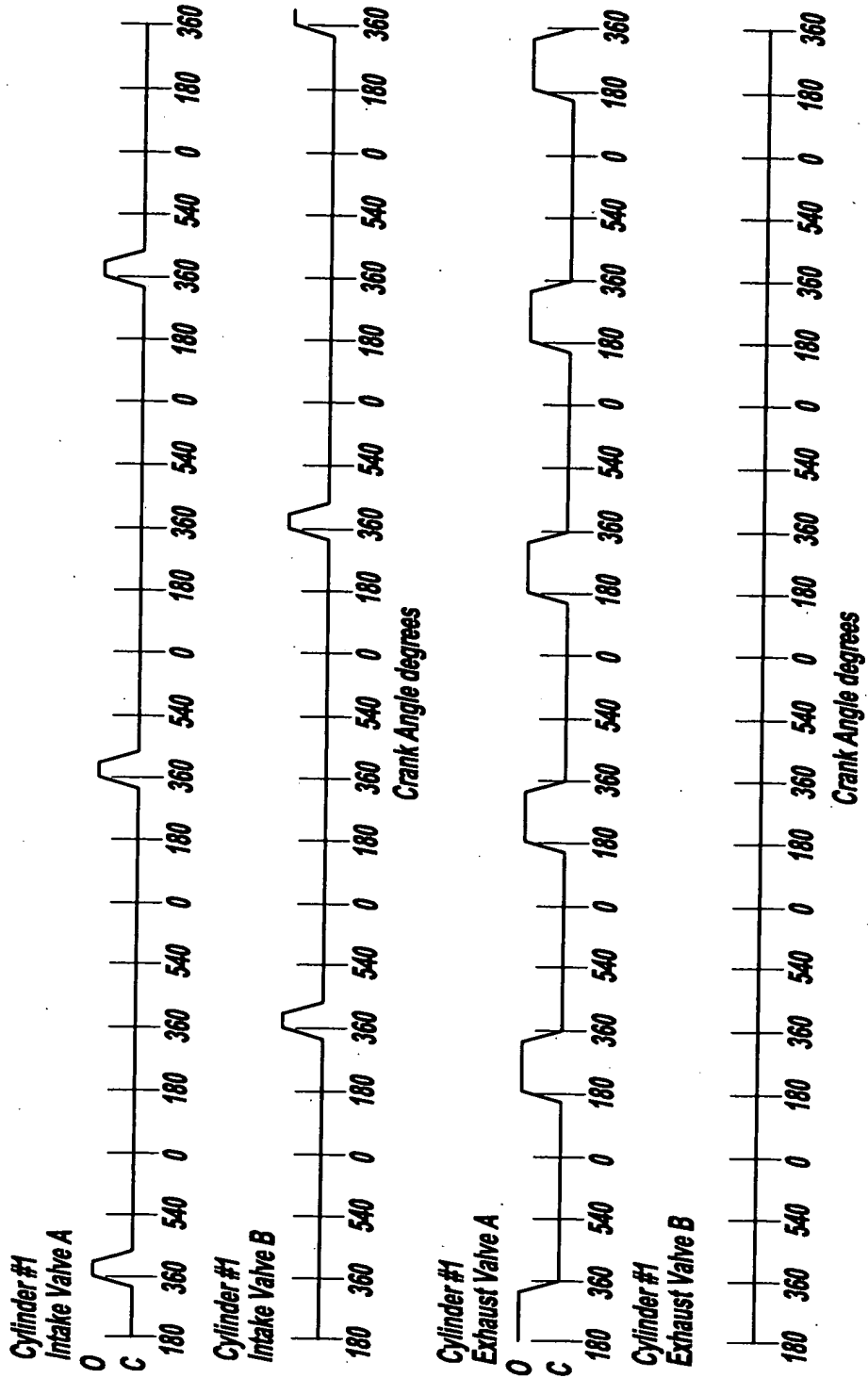


FIG - 47

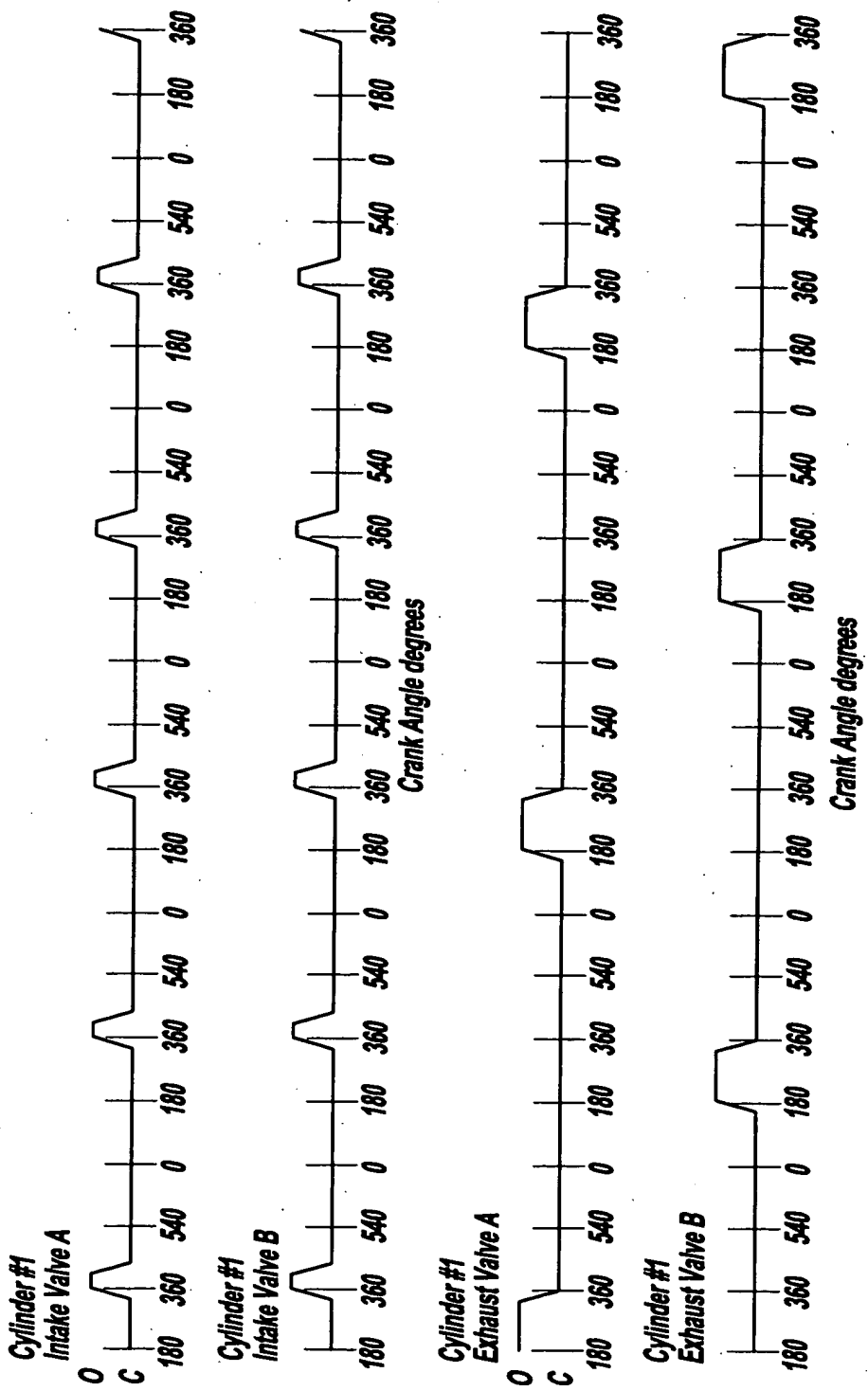
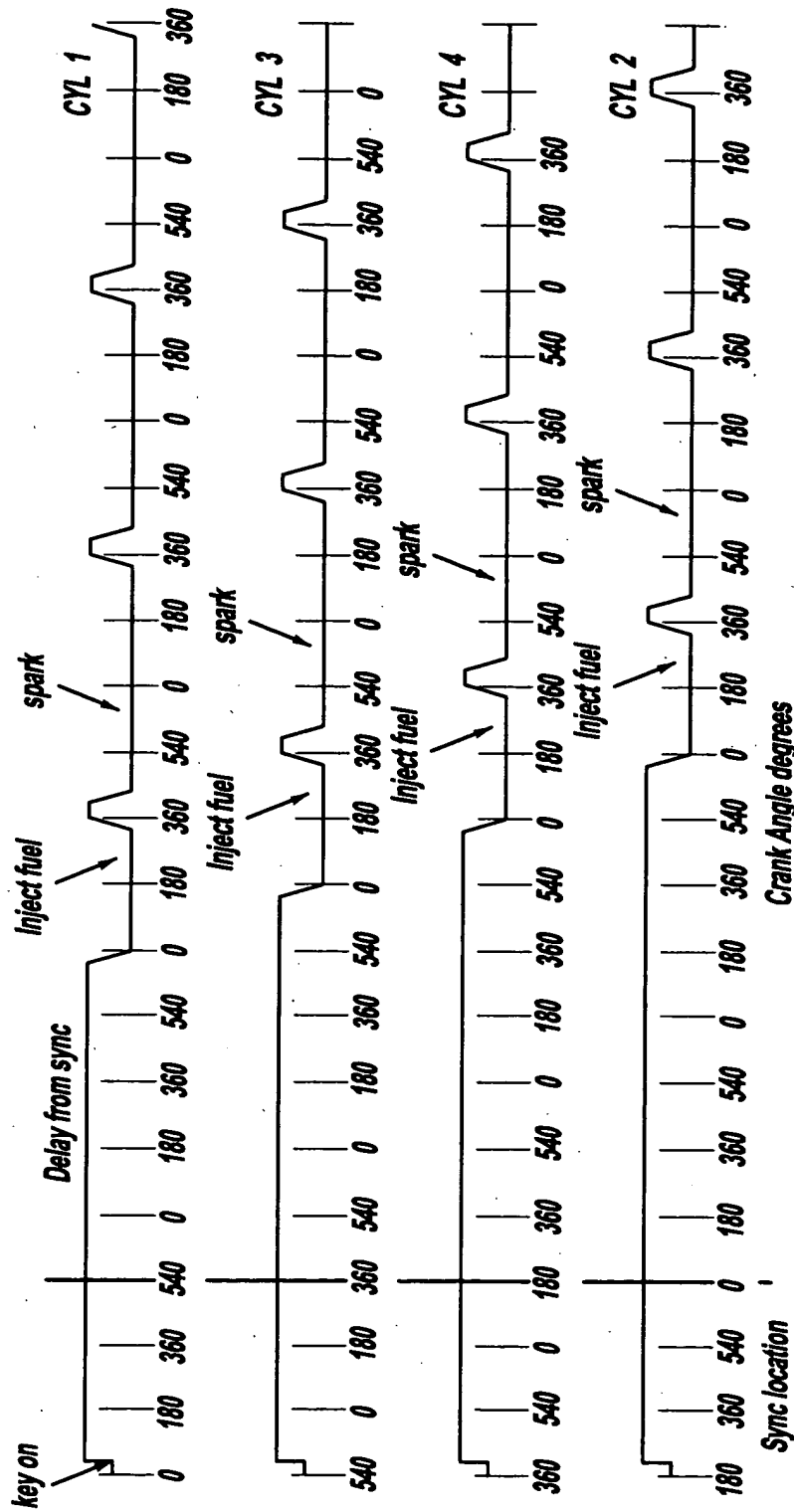
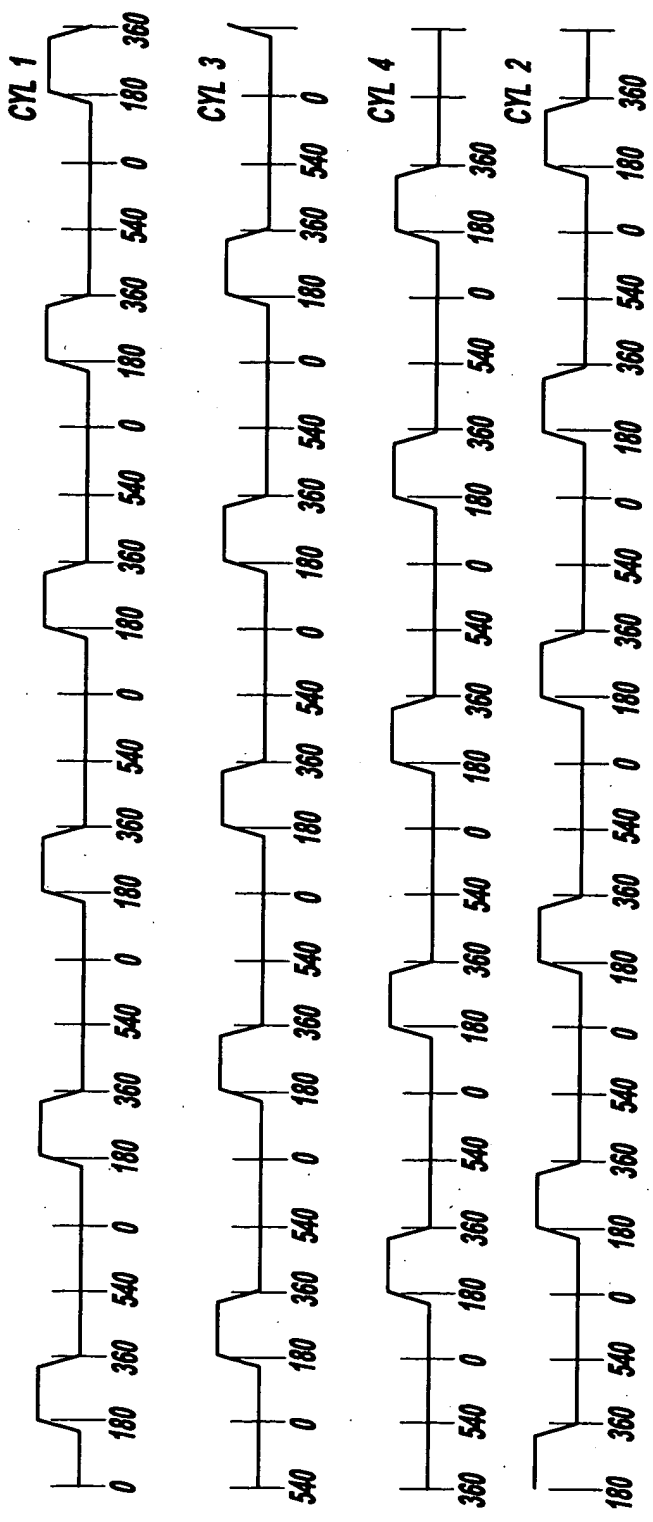


FIG - 48



Crank Angle degrees
Intake Valve Timing From Start (electrical valve operation)

FIG - 49a



Crank Angle degrees
Exhaust Valve Timing From Start (mechanical valve operation)

Cylinder piston position cyl 1 & 4

Cylinders 2 & 3

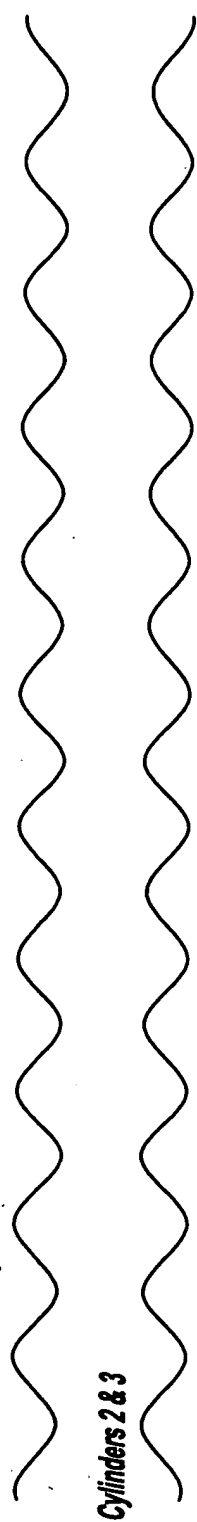
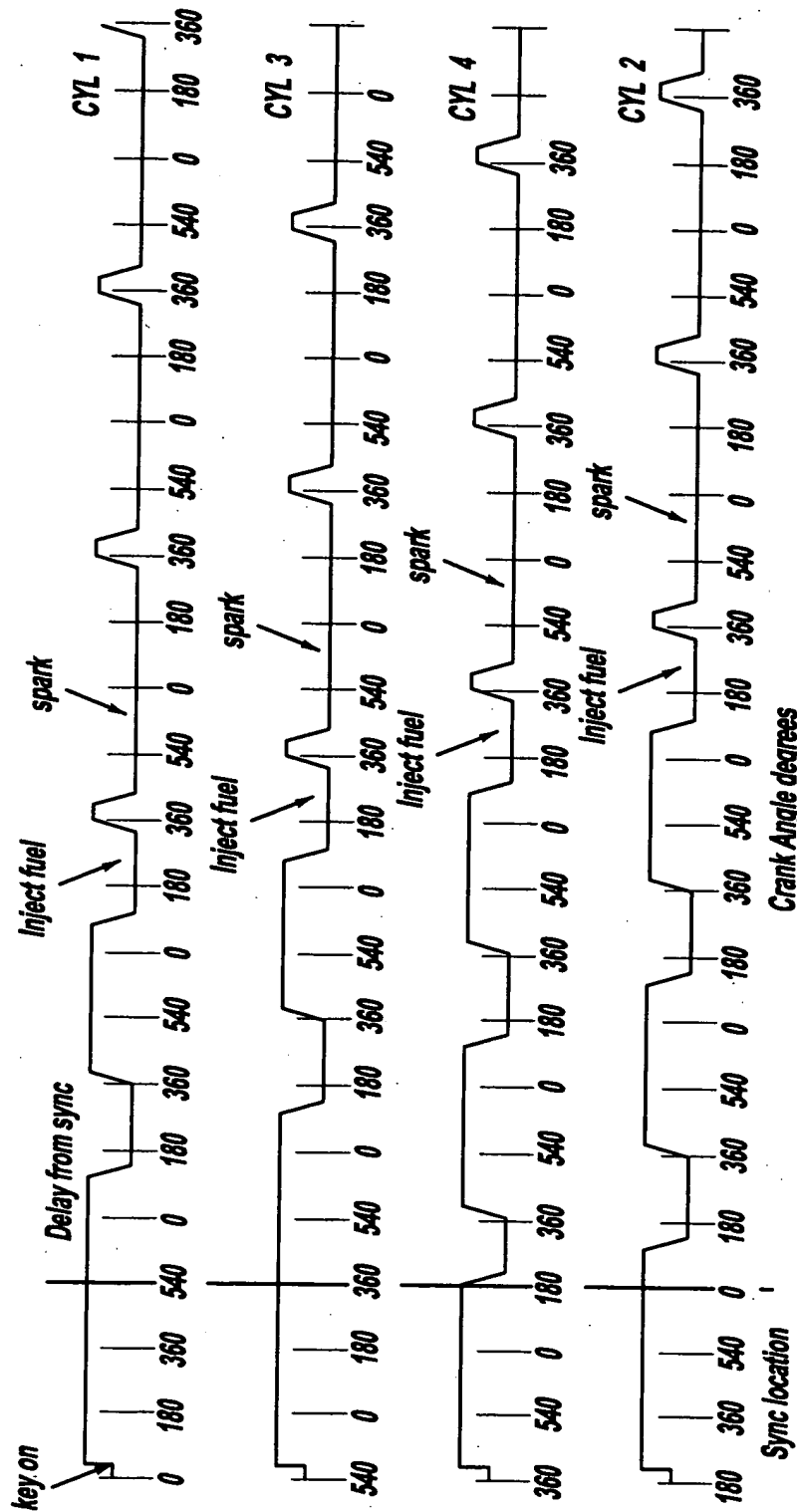


FIG - 49b



Crank Angle degrees
Intake Valve Timing From Start (electrical valve operation)

FIG - 50a

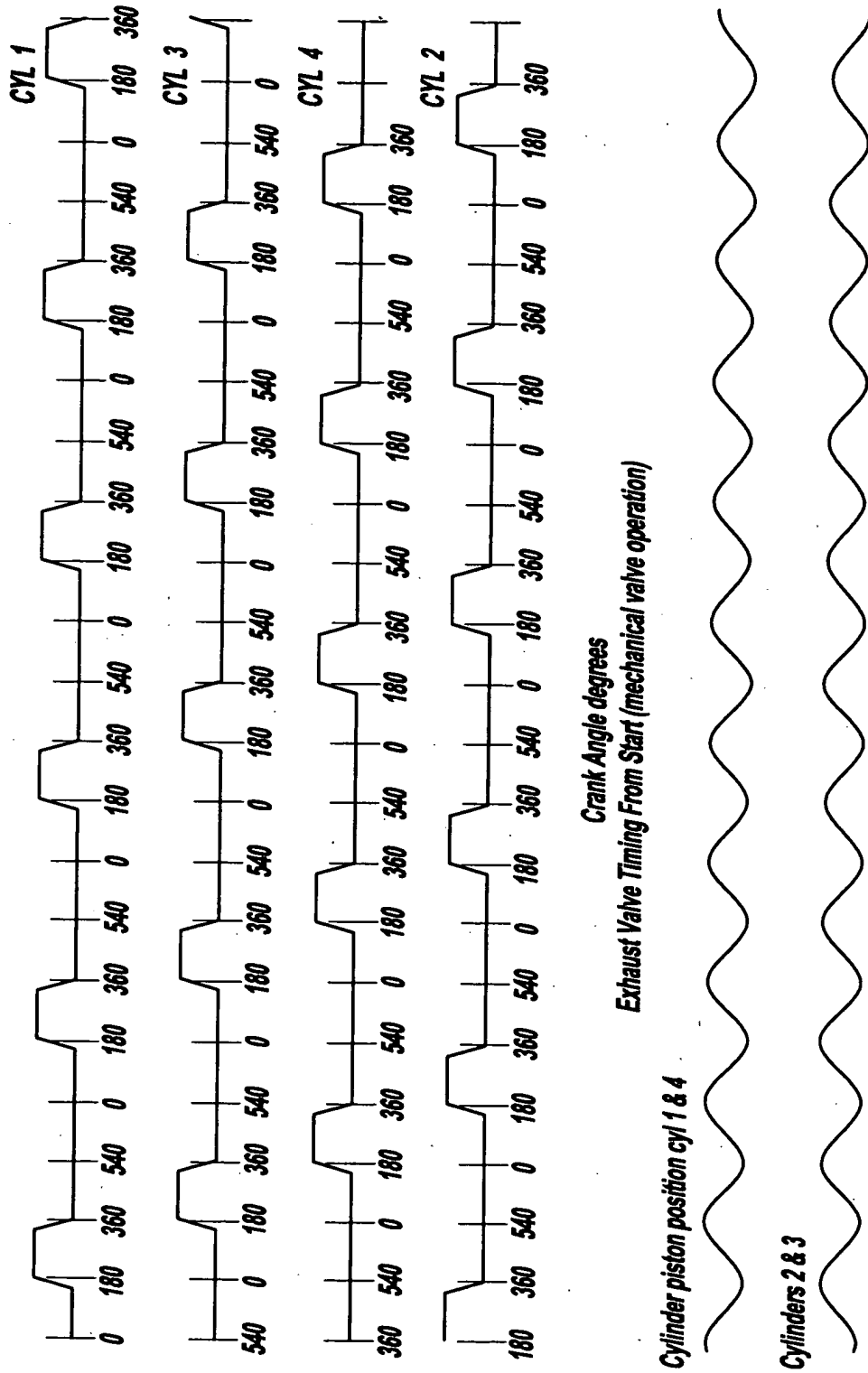
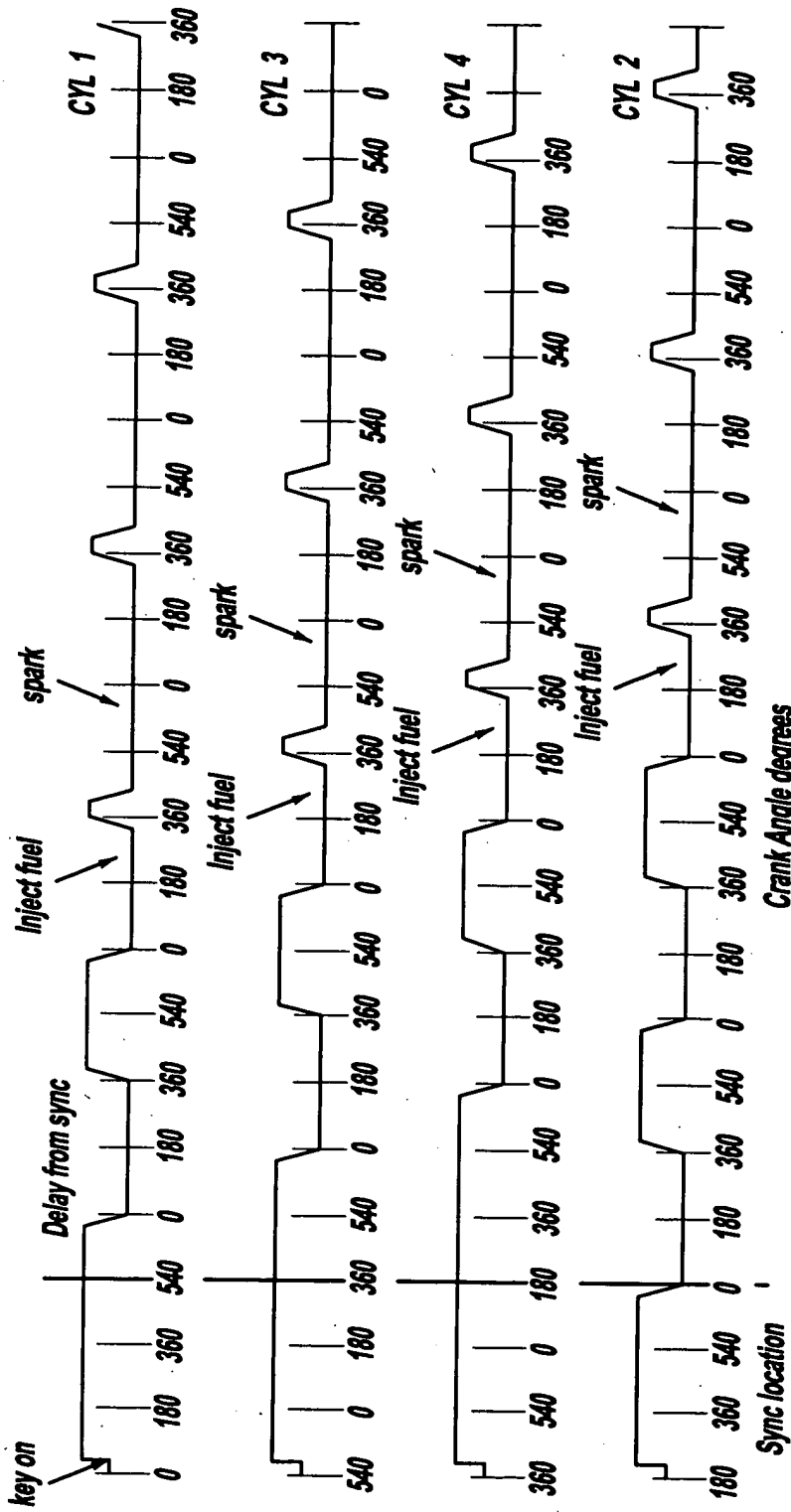


FIG - 50b



Intake Valve Timing From Start (electrical valve operation)

FIG - 51a

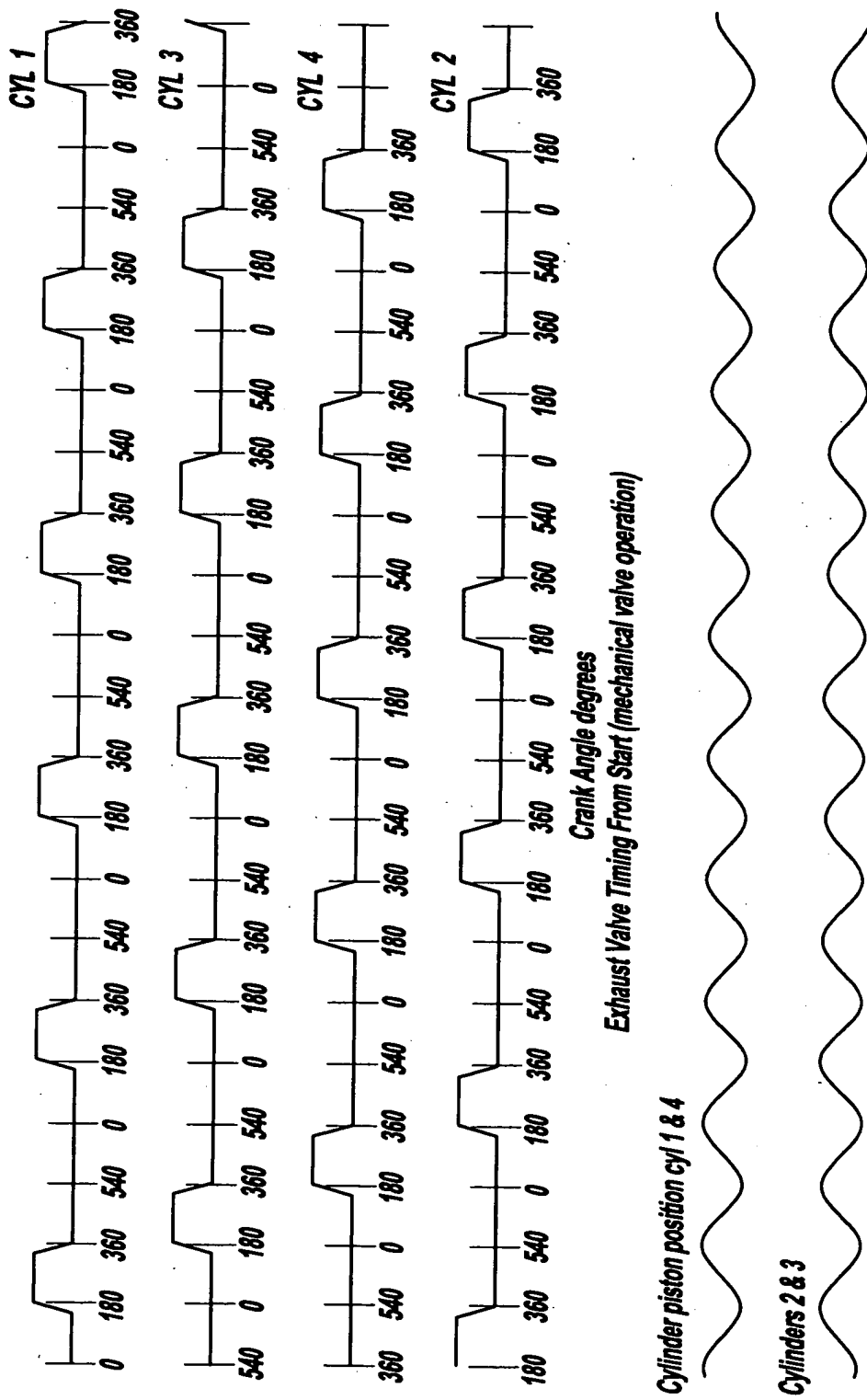
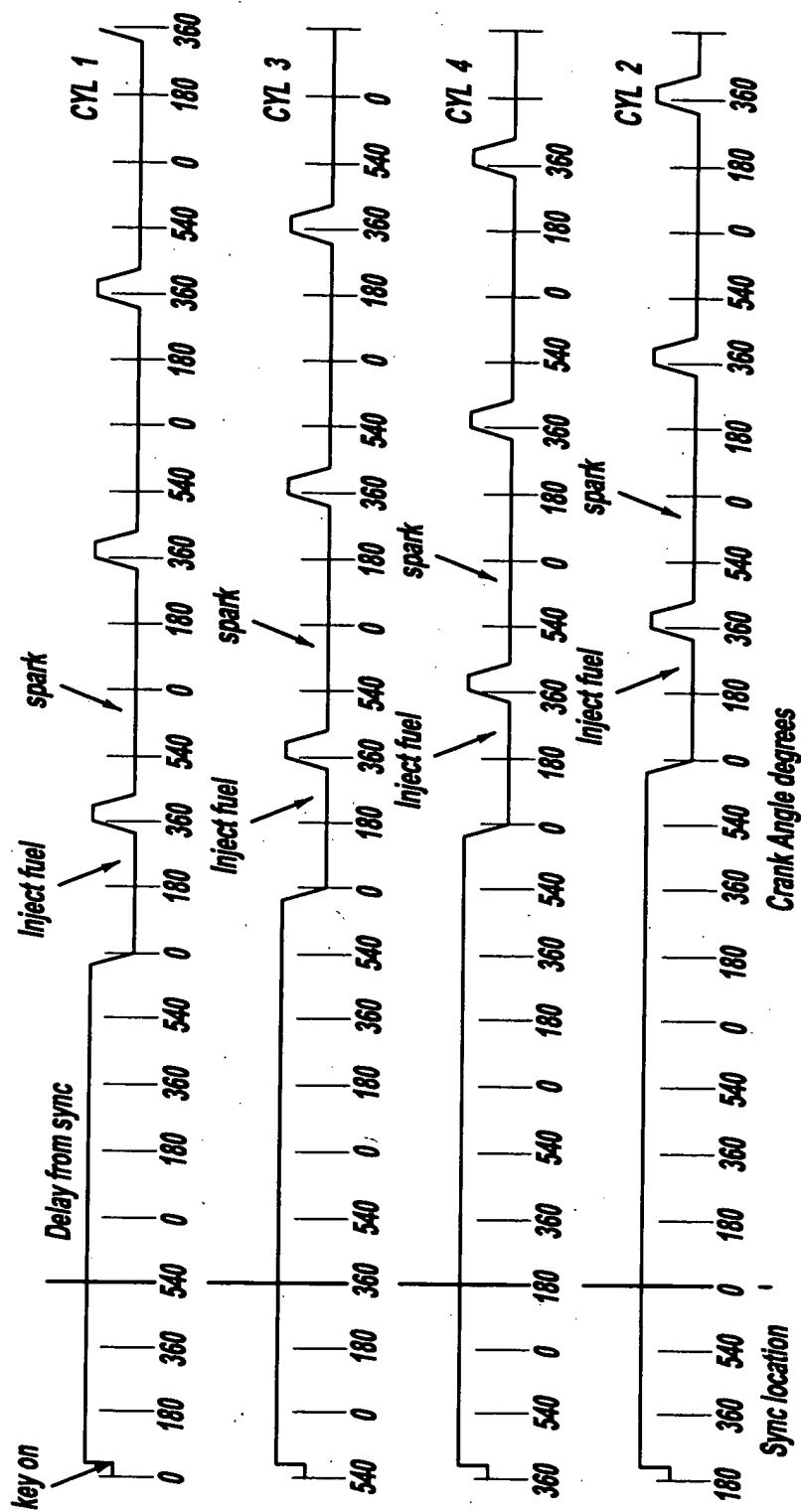
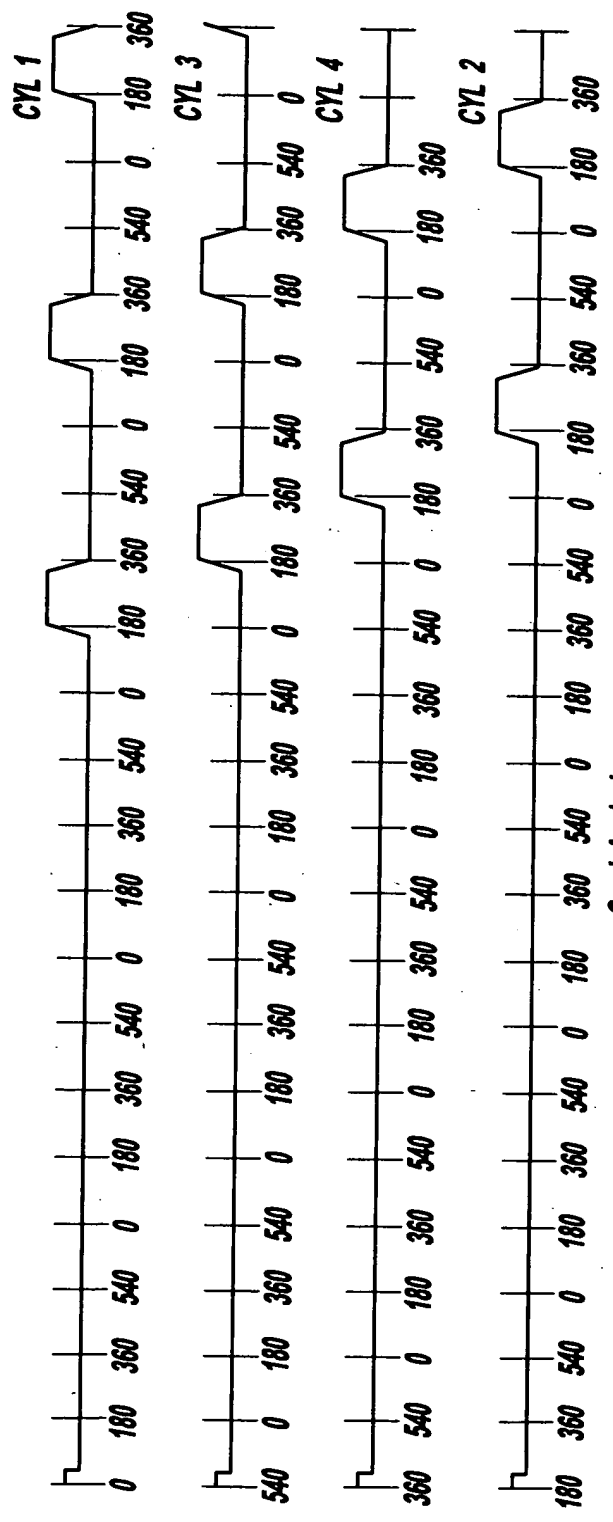


FIG - 51b



Intake Valve Timing From Start (electrical valve operation)

FIG - 52a



Crank Angle degrees
Exhaust Valve Timing From Start (electrical valve operation)

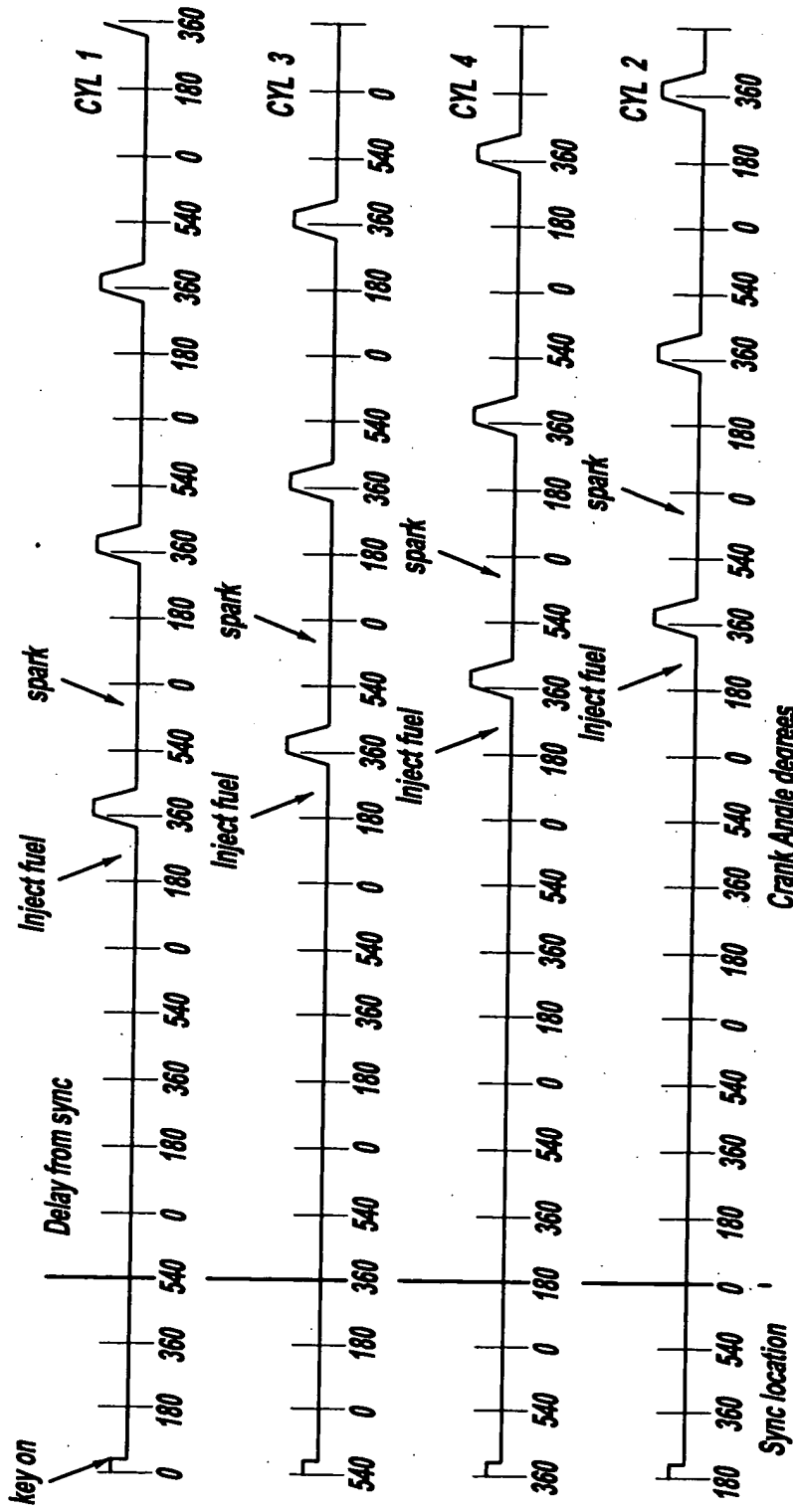
Cylinder piston position cyl 1 & 4



Cylinders 2 & 3



FIG - 52B



Crank Angle degrees
Intake Valve Timing From Start (electrical valve operation)

FIG - 53a

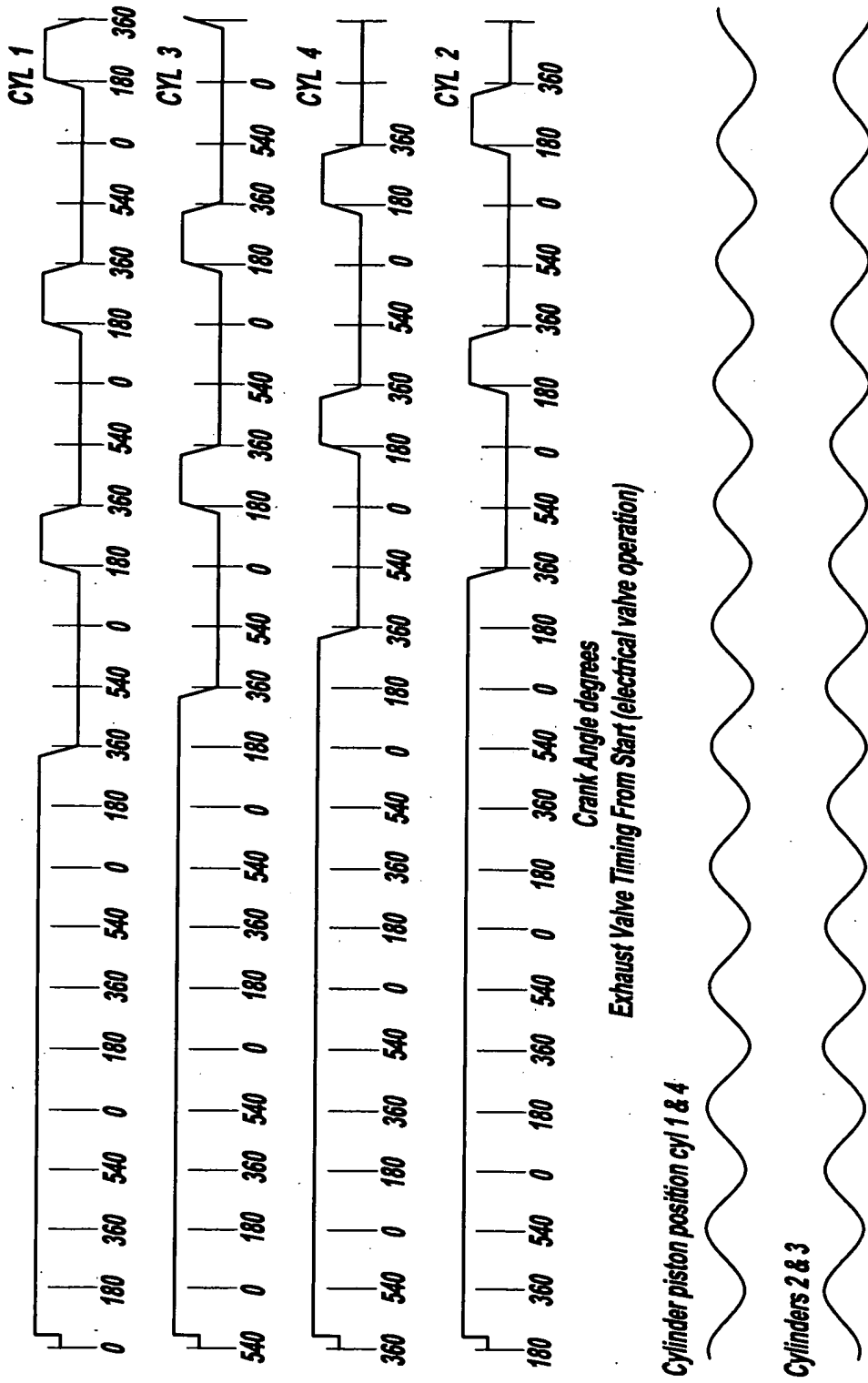


FIG - 53b

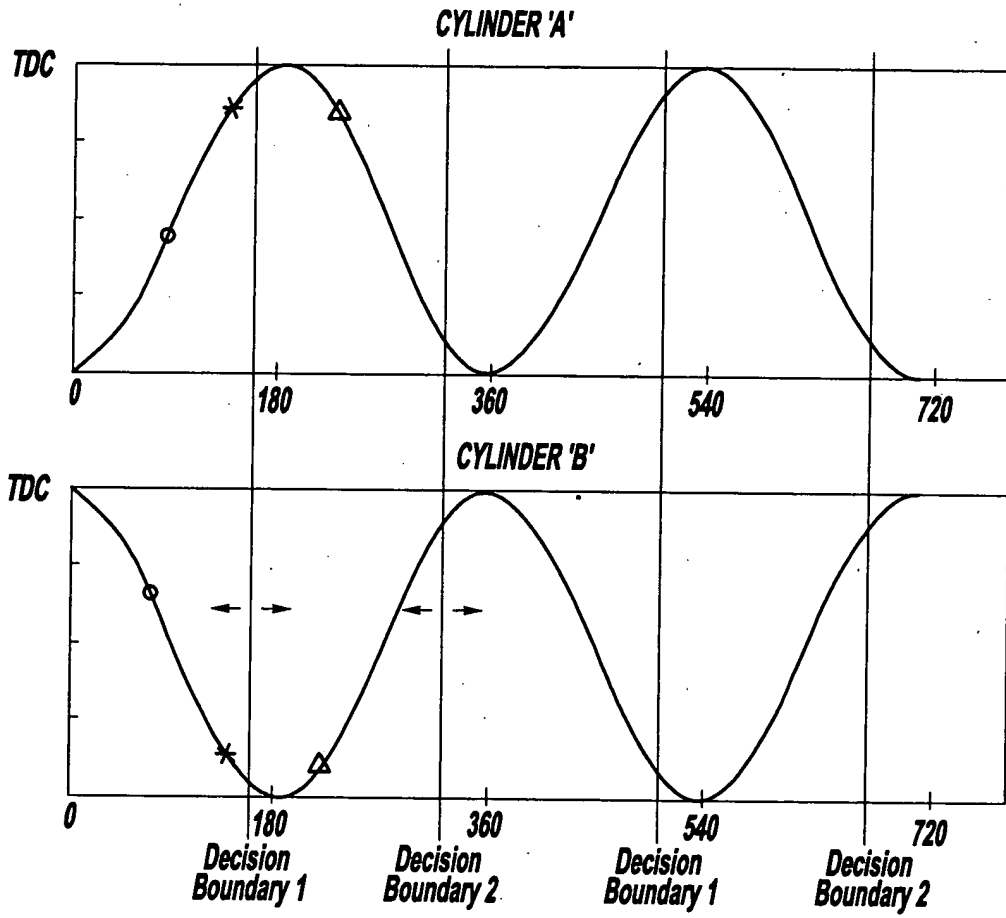


FIG - 54

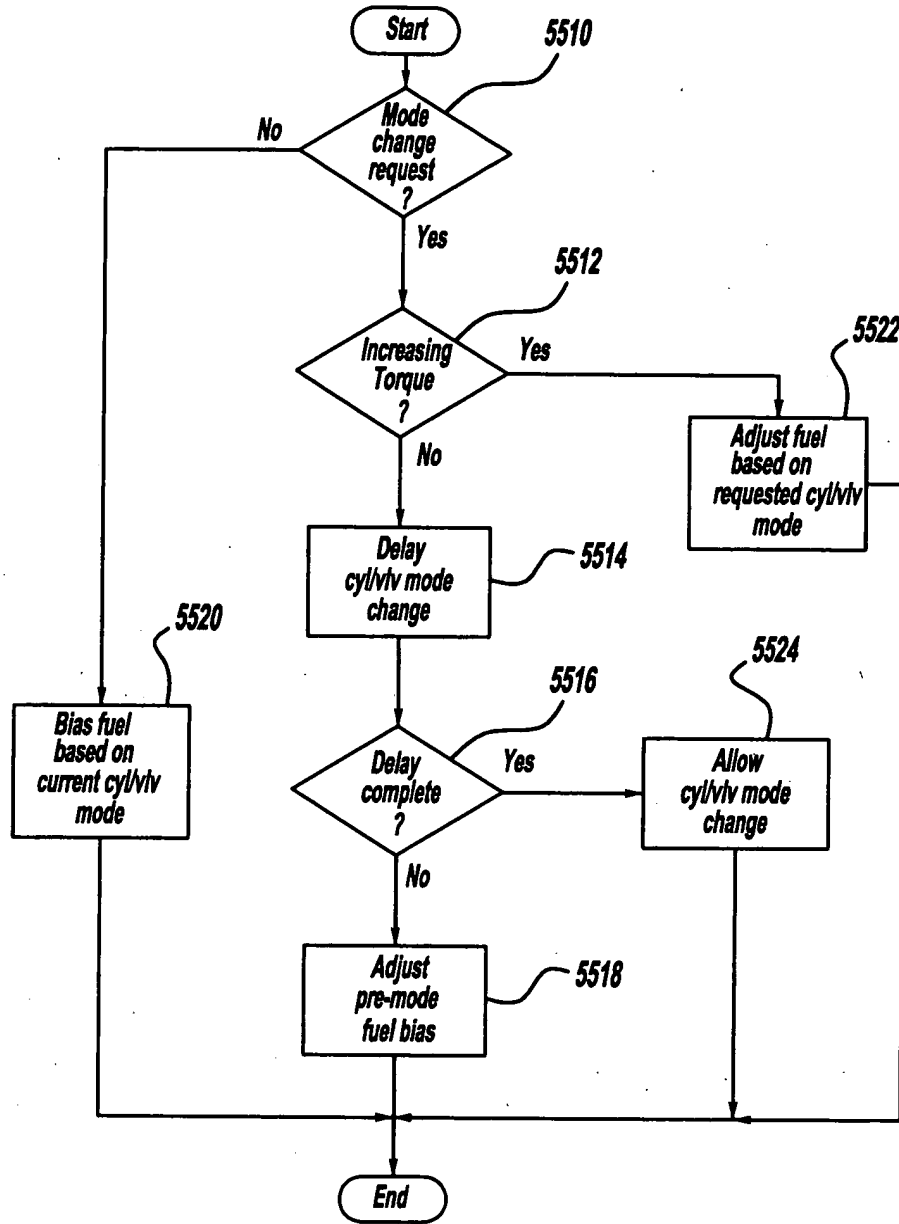


FIG - 55